

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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Manufacturers' Record.

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THOMAS P. GRASTY, Vice-President.
FRANK GOULD, Secretary.
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BALTIMORE, JUNE 15, 1905.

The Manufacturers' Record has
opened an office in New York at 52
Broadway.

A SUGGESTION TO OUR READERS.

The MANUFACTURERS' RECORD has
been favored with a copy of the follow-
ing letter:

Georgia Brick Manufacturers' Association,
W. E. Dunwoody, Secretary and Treasurer,
Macon, Ga., June 2, 1905.
The Burt Manufacturing Co.,
218 Main Street, Akron, Ohio:

Dear Sirs—Please send me a catalogue of
your "Cross Oil Filters." My attention was
called to your filter in reading your adver-
tisement in the MANUFACTURERS' RECORD,
which, allow me to say, is the best medium
of advertising we have in the South.

Yours very truly,

W. E. DUNWOODY, Secretary.

In Mr. Dunwoody's letter to the Burt
Manufacturing Co. attention is called
to the fact that his request for infor-
mation about their goods was brought
forth by an advertisement in the MAN-
UFACTURERS' RECORD, and incidentally
Mr. Dunwoody compliments the MANU-
FACTURERS' RECORD by saying that "It is
the best medium of advertising we have
in the South."

In mentioning the name of the paper
in which he saw an advertisement Mr.
Dunwoody has done what comparatively
few people who write to advertisers
ever think of doing. Nine people out of
ten in corresponding with advertisers
rarely ever mention where they saw
their advertisement. If readers of the
MANUFACTURERS' RECORD who are ap-
preciative of its work and desire to aid
in broadening its campaign of attract-
ing the world's attention to the South,
and of seeking to develop the best phase

of Southern life and thought, would
make a rule, whenever writing to any
of its advertisers, to mention the MANU-
FACTURERS' RECORD, or whenever desir-
ing to purchase machinery or mill sup-
plies would look through the advertis-
ing columns of this paper in order to
find what they want, and always bear
in mind that the majority of advertisers
generally judge of the value of the pub-
lication as an advertising medium by
the number of inquiries in which it is
mentioned, they would vastly increase
the business, and thus the efficiency of
the work for the South of this publica-
tion. In no other way could the many
thousands of readers throughout the
South and other sections do the MANU-
FACTURERS' RECORD a greater favor, and
in favoring it do greater good in aiding
in its work for the upbuilding of the
country, than by bearing in mind the
suggestion of always looking through
its columns when they want to buy ma-
chinery or equipment of any character,
and then taking care that in every let-
ter they write to advertisers to mention
the name of this paper as the source of
their information.

Advertisements of Southern local-
ities offering special advantages for
the location of manufacturing en-
terprises will be found on pages
64, 65 and 66.

CO-OPERATION.

Two letters typical of the pleasant
relations between the MANUFACTURERS'
RECORD and representatives of the busi-
ness interests of the South were received
in the same mail last week. Mr. C. R.
Kitchell, secretary of the Galveston
(Texas) Chamber of Commerce, wrote:

I desire to acknowledge receipt of a copy
of the MANUFACTURERS' RECORD of June 1,
containing a very excellent descriptive
article on the city and port of Galveston.
The matter is of deep interest to us here,
and the publication of this information in
your very substantial and enterprising paper
must be of great advantage to us. We are
regular subscribers to the MANUFACTURERS'
RECORD and read it with much interest and
attention. Matters concerning Galveston are
of public interest in view of the large accom-
plishments here in the way of substantial
progress. There are many advantages and
openings for business and numerous indus-
tries at this growing and important port,
which conditions, we believe, fully warrant
the information so generously published by
you.

Mr. J. Ralston Cargill, president of
the Columbus (Ga.) Board of Trade,
wrote as follows:

I beg to thank you for the very complete
and flattering notice of our city in your col-
umns. Columbus, like other Southern cities
with great natural resources, only needs the
publicity which a great journal such as
yours can give to make it quickly step to the
front and take its place as an industrial
center. The MANUFACTURERS' RECORD has
done much for the South, and our people
appreciate what you have already done for
Columbus.

TOM DIXON AFOUL OF OGDENISM.

Tom Dixon—the Rev. Thomas Dixon, Jr.—is in danger of becoming ana-
thema among the hierophants of the democratization of the South, the demoral-
ization of the South. In other words, he has rendered himself liable to the
pitiful contempt of a few pedagogues of self-discovered infallibility, to the
vilification of two or three callow journalists armored in anonymity and the
barely concealed indignation of resolutions passed by obsequious, batholding
officials of institutions of learning training their students to intellectual mendi-
cancy.

With ruthless typewriter he has entered the path which others have
patiently, persistently and successfully trod for three or four years, and has
incontinently assailed the very citadel of that "holy cause" known as Ogdensim.

He says that the introduction by Robert C. Ogden of Booker T. Washington
to a Cooper Union audience "was a loathsome and disgusting performance;"
that Robert C. Ogden, in which the cause lives and moves and has its being,
as a teacher on the race problem "is a man of profound and pathetic ignorance,
where money and position make him a fanatic of dangerous and far-reaching
power," and he concludes an article in which these assertions appear, and which
is appearing broadcast in the Southern press, as follows:

Many subtle forces are at work in America to undermine the barriers which separate
our 9,000,000 Africans from the white race. There is enough negro blood here, if allowed
to mix with ours, to drown the national character at last in a welter of negroid mongrel-
ism. Neither toleration, education nor religion can make a negro a white man nor
justify the pollution of our blood with his.

In my humble judgment the most insidious, dangerous movement against Southern
sentiment since the war is concealed behind the fair front of the "Southern" Educa-
tional Board, with its millionaire backers, of which Mr. Robert C. Ogden of the Hamp-
ton negro school, proprietor of the Broadway negro-equality restaurant, is chairman.

Such wild, hilarious recklessness is almost incomprehensible, in spite of
the announcement from Washington that the mails have been barred against
a concern claiming to be in possession of a preparation for turning black skins
white, pink-tinted and beautiful. Is it possible that Tom Dixon cannot real-
ize the enormity of it? Does he not know what Ogdensim is? Let him learn.

Ogdensim is the abbreviated title of the Conference for Education in the
South, and in a paper published in the latest printed report of the National
Commissioner of Education, a long-time Ogdensite, "prepared in the Bureau of
the Southern Education Board," the executive board of the Conference created
by it for the dissemination of information, and referred to by Mr. Ogden him-
self approvingly, the Conference is thus defined:

This term has been used in this paper to stand not merely for the annual conven-
tion and its agencies, but also for this whole movement finding expression in this meet-
ing in the Southern Education Board, in the General Education Board and in the many
subordinate organizations taking part in the work of improving the schools of the South.

The same paper claims, moreover, that:

As soon as the Conference became definitely inter-ested in universal education through
the public school, it found at its disposal a vast complex of forces waiting to be or-
ganized and directed. So enthusiastic, indeed, has been the response to the influences
of the Conference, that it may be said to have at its ready command the whole machinery
of the public-school system of the South.

Ogdensim, too, according to the same paper, has brought to the front a
variety of forces, as follows:

The educational leader, who has been working in lonely isolation with the odds
against him.

The generous interest and co-operation of the press throughout the South, and even
many of the large dailies and weeklies of the East and several of the great magazines,
have done valuable service by putting themselves in sympathetic touch with the work
in the South and then interpreting its national significance to the larger public.

And then the politician! What shall be said of him? It taxes the memory of no
one to recall the time when he was afraid to raise his voice in behalf of the public
schools. Today Virginia, North Carolina, Tennessee and Louisiana boast their "educa-
tional governors," while in many other States officials in high positions have spoken
out in no uncertain terms for free schools adequate to the needs of all the people. It
is still more encouraging to know that these men are not mere time-servers riding into
public favor on a wave of popular enthusiasm.

Of course, Tom Dixon must take these "official" utterances with several
grains of explanatory salt. They were written about 1903, before the work of
smashing the slats of Ogdensim had fairly begun to tell, before the South
had really begun to open its eyes to the certain end of the propaganda, before
its ridiculous claims had begun to obscure the fact of accomplishments by the
South in behalf of education marked by the expenditure for common schools
during 33 years of more than \$720,000,000, of which more than \$130,000,000 had
been used for the negroes. Since then the perils for the God-forsaken igno-
ramuses from Ogdensim's standpoint, daring to question a single one of its
acts or its utterances, daring to comment upon its giving superiority to the
negro in its social relaxations and its literary diversions, have vastly increased.
Let us briefly consider them.

Primarily, the politician, what shall be said of him? One of the highest
types of Ogdensim's "educational statesmen" may suffice as an example. In
1904, in the presence of a mixture of negroes and whites, with Ogdensim pre-
siding, he said:

I believe that the Hampton school is doing much to democratize education in the
South. Before the war education was to a great extent confined to the leisure class.

But it should not be confined to the favored few; education is for the masses and knows no geographic bounds. Universal suffrage without universal education is a contradiction in terms. I do not think it is right, however, to encourage every boy to believe that he may some day be President of the United States.

But only a year later, and almost within rifle range of the same place, he uttered the following absolute heresy from the Hampton standpoint:

The negro problem is a serious one. If I possessed the power of judgment I would put lashes on the backs of those men who let this class of people be equal in suffrage with the white man, and those lashes would be applied until the crack of doom. The white men of Jamestown made the white man's government for white men, and we do not intend to push aside the inheritance marked out for us.

Will Tom Dixon be so rash as to suggest that upon the first occasion this statesman was not an active candidate for the suffrages of his fellows?

And again. Another of these statesmen, in jubilation over his employment by Ogdensism, broke loose in the statement that he had never seen anything like it to draw a crowd, and, in fact, he thought he would take advantage of such outpouring of the populace to make a run for governor on that issue. Later a representative newspaper, once enthusiastic for Ogdensism, referring to the educational campaign in its State, discovered the following drawback:

The politicians have been following these meetings and have taken advantage of the crowd assembled in the interest of education to talk about the issues of the campaign. Our reports from several sources are that the good work of the educators on such occasions has been greatly impaired by the political speeches which have followed, the attention of the people being turned away from education to politics.

Will Tom Dixon be cruel enough to disturb the guileless and gullible impression that the support of Ogdensism by drifting politicians is anything but a reflection upon Ogdensism, and thus a warning for individuals usually ruled in action by their minds and not by their midriffs? Will he undertake to demonstrate that the flocking of the politicians to Ogdensism is the weakest argument in its favor?

Then, the press. It is a fact that at first quite a number of leading newspapers in the South, misled by rather clever though flamboyant work of advance advertising, were inclined to welcome the Ogdens Movement. It looked attractive, and few newspapers understood at first that some of the Southern sponsors for the Movement were what Mr. Ogdens subsequently styled its "employees." But the interest of the Southern press has waned with the growth of knowledge that the large dailies of the East supporting the Movement are principally the papers which have notoriously antagonized practically everything making for the real betterment of the South, the papers in which the ghost of Abolitionism still walks. The leading apologist for Ogdensism in the Southern press, the *Columbia (S. C.) State*, has indeed been driven to dependence upon the utterances of negro journalism to bolster itself.

Surely Tom Dixon will not refer to the plight of any white man's seeking debate assistance from a negro, nor will he hardly recall the confession of a type of the more or less obscure press in another locality that it had accepted Ogdensite cash "in lieu of campaign funds." Surely he will not point to the significant mention, in annual advance notices, that Mr. Ogdens is the partner of John Wanamaker calculated to interest a few materialistic journalists having knowledge of the opportunity in wide advertisement of a cash-order business. Surely he will not be so immodest as to call attention to the fact that the Southern press generally has given more attention to his little article of last week and to Senator Bailey's caustic criticism of one of the principal orators of Ogdensism, now begowning and befrilling a noble institution of learning, than to anything circulated from Ogdensite headquarters within the past two years.

What of "the vast complex of forces waiting to be organized and directed" by a Movement confessedly of "inorganic character," without "even a definitely constituted membership," and kept "plastic for unlimited expansion?" Let eye-witnesses describe their enthusiasm. Here speaks one, the *Presbyterian Standard*:

Unfortunately for Southern reputation for good breeding, there was at the Athens Conference, for example, a swarm of educational and institutional mendicants who seemed to imagine that every Northern man was a millionaire philanthropist waiting to be informed about the pressing needs of the South. They disgraced themselves at the time.

Yet the atmosphere of the gathering thus described, the gathering welcomed to Georgia with the words, "In so far as this movement disregards the color line, it calls for the united support and sympathy of all our people and it will get it," the gathering made the occasion for adroit plastering with campaign funds, smelt to another enthusiast as follows:

If I had a boy and wanted to teach him good, straight, honest, vivid patriotism, I would not much care to carry him to a battlefield where men had shed blood and torn at each other's throats, but I would rather wish to bring him to such a place as this, where he might see the play of human sympathy at its best, where he might see men and women of strength and power, unafraid of changing their views, unashamed of honest emotion, informed with iron purpose, etc.

"Unafraid of changing their views!" Nay, ready and desirous of changing whatever views they might be accused of, provided the justification—not iron, however—was sufficiently liberal and philanthropic.

"Patriotism!" Yea, patriotism bubbling over with shameless honest emotion for the Old Flag and—an appropriation.

Hear another eye-witness testifying only last week, H. J. Willingham, president of the Alabama Educational Association:

Well do I remember the meeting called in this city by Dr. Buttrick, the general secretary of the board, which was said to have millions generously provided by philanthropists of the North to be used in upbuilding Southern schools. On the day appointed the hall was crowded with college presidents, county superintendents and principals of schools. Each one was expected to present his particular needs—how much money he needed in his work and how it was intended to be used. Many of them carried small hand grips and the others wore coats with deep pockets in them. Front seats commanded a premium, and the heavy leathern satchel resting beside the popular Dr. Buttrick was the very center of attraction. I was at the meeting, with blanks carefully filled according to directions. The late arrivals at that meeting kept up a continuous clamor in their efforts to reach the front. Their eager, expectant look, together with their noisy demonstrations, reminded me of "Private" John Allen's story of the howling dog which refused to be comforted. * * * When that immense grip was opened by Dr. Buttrick, revealing "nothing but leaves"—circulars and pamphlets—

the look on the faces of those expectant ones was truly a study. * * * In this connection I may be excused for expressing the hope that our educational conditions will ere long take on a roseate hue sufficient to ward off that tired feeling superinduced by a constant reference to our lowly position when compared with the States of the North and East. Until our Southern country was devastated by these same progressive and lovable spirits, who descended upon us from the North, ours was the section looked to for the production of the highest type of culture and for the representatives of the most lofty ideals in the structure and maintenance of our national government. But for the last 40 years our Southern men and women have been called upon to meet and to solve the most gigantic problems which ever confronted a free people. In this undertaking they have not always had the friendly co-operation of other sections of our Union. The national laws of commerce have not always been drafted to meet the special needs of the South. In truth, it is a well-recognized fact that the national reservoir at Washington, kept full by its exactions from all the people, has for many years extended most of its pipe lines towards the North and East. Then, when we of the South, in comparison with the people of those sections, are held up to pitiful scorn, and that oftentimes by our own people, because of the apparent and real shortcomings in our provisions for education, I say it makes me just a little tired.

Tom Dixon ought to be ashamed of himself if he uncovers such painful pictures. He must not blame these prominent school men flocking to Athens or seeking, with the rapacity surpassing that of a horde of bumblebees about a big sunflower, to align themselves with the Buttrick pattern, in some instances having their railroad fares paid by Ogdensism. For they had been told again and again through the press service of Ogdensism that the dominant element in that movement were millionaire philanthropists anxious to share "in the spirit of our Lord and Master" the burden of the "uplift of the South." But in illustration of the courtesy and gentility cultivated, in close association with new-school journalism, by the head of education in one Southern State, Tom Dixon might quote from a letter, written in reply to a polite inquiry about the status of education, the hectoring, truculent bit of mis-knowledge sent to the *MANUFACTURERS' RECORD* by this bubble of enthusiasm for "the cause": "It has seemed to me that your attitude is that of a perpetual critic and chronic kicker."

There is another peril awaiting Tom Dixon, not officially included among the assets of Ogdensism, but nevertheless exceedingly potent. Surpassing the terror by night, the arrow that flieth by day, the pestilence that walketh in darkness and the destruction that wasteth at noonday, it is so awesome that we almost hesitate to mention it. But a strict sense of duty to warn our young friend against his reckless choice compels us. It appears in a letter from a distinguished New Englander wrapped up in the success of Ogdensism, looking to the mixture of races in the common schools of the South, and bitterly resenting the efforts of the *MANUFACTURERS' RECORD* to prevent the negroes from being influenced by such disastrous illusions. In submitting an article upon a subject which should be taboo among all lovers of their country, the agitation against the efforts of the South to remove the race question from American politics, he wrote:

I should prefer to have it come out in your paper, because I would like to have your Southern readers informed on the facts at once, but if you refuse I shall give this article a wide circulation in the Northern papers, calling up the forces that will crystallize in the next session of Congress whether the congressmen desire or not. The issue will be forced upon them, and they will be as ready to meet it as your Southern political leaders will meet it when the issue comes.

In your limited area and limited sight only in one direction I do not think you have the slightest conception of the blunder which you are making in this National question of removing illiteracy from a great section of the country, nor have you the slightest conception of the growing determination of the North to back up Roosevelt, whose "big stick" may come in beneficially to compel the recognition of the citizenship and equal rights of the colored citizens of the South.

Of course, the *MANUFACTURERS' RECORD* declined the article, in spite of its admiration for the ability of the writer of it on many topics—except the negro. But Tom Dixon should beware of this rival of George Francis Train and his psychic key as far as the negro question is concerned. It would be a pity for Tom to be obliged to trace again the direct connection between Ogdensism and the negro-suffrage plank in the Chicago platform of 1904, which, however, common sense and decency did not use in the campaign.

One other group remains to be considered, those unfortunate individuals who in "lonely isolation" had been pondering upon the profound questions of society that had been settled since the creation of the world. They didn't know that the questions had been settled. They thought that they were original thinkers, and continued to think so even after they had been rescued by Ogdensism from their "lonely isolation." Since then they have been erupting, as brilliant epigrams and as startling contributions to the intellectual advancement of humanity, the most profound platitudes and time-worn and weary axioms.

Is it for Tom Dixon to suggest that presently they will be returned to their "lonely isolation" with the bars made stronger than they were before?

He is far astray in one particular. However strong the intent of Ogdensism through its preaching of educational miscegenation, however repulsive it may be in its preaching, through the practices of its promoters, of superiority of the negro over the white, Tom Dixon need not fear negroid mongrelism in the South. He has reason to fear the results for the deluded negro should the latter attempt to realize upon the promise of Ogdensism. He has most to fear the effect of the remnants, to be expended during the next four or five years, of the \$1,000,000 available at the rate of \$100,000 a year with which John D. Rockefeller staked Ogdensism in 1901. Rockefeller could hardly have comprehended the baleful possibilities in such a campaign fund for use in the South, and so he must not be blamed. He did it with good motives, but he could not have known that skillful use of \$100,000 a year was capable of demonstrating how easily the self-respect and self-reliance of a small class of individuals could be debauched. But even that campaign fund has lost much of its effectiveness.

Smoked out of its hole, Ogdensism has been obliged to suppress the propaganda upon which it depended to draw accretions to its original stake. The crowd, and a small crowd at that, likely to be liberal with funds for Ogdensism, has naturally resented the compulsion of Ogdensism to pile the wood higher than ever around its Negro.

When Ogdensism's campaign funds have been exhausted obscurity will again claim several Southern "educational statesmen."

LESSONS FROM THE EQUITABLE.

When the Equitable insurance squabble was begun many who looked beneath the surface came to the conclusion that whatever might have been the motives at the beginning which prompted the officials who are waging war on each other, the real fight was between Morgan and Harriman for the control of the company with its enormous assets. No one imagined that either Morgan or Harriman proposed to utilize these assets in any but a legitimate way, but how vast is the power which the control of such a company gives may be realized from the fact that the \$400,000,000 of assets of the Equitable is equal to more than half of the national banking capital of the United States. The purchase of a control of the company by Mr. Ryan, and his close association with Mr. Morgan, taken in connection with other things bearing on the matter, can only be interpreted as a Morgan victory, thus enabling Mr. Morgan to add one more vast aggregation of wealth to his entourage. With the Equitable and the New York Life closely affiliated with Morgan interests, and with the Mutual Life probably not unfriendly—in fact, the report now being that the Mutual Life is interested in the purchase of the Equitable—the enormous power of the \$1,500,000,000 assets owned or controlled by these three companies is probably practically massed for any active financial movement. This power is too vast for safety and for the good of the country.

It will be better in the long run should the fight in and for the Equitable cause the whole country to seriously consider the question of insurance. It seems hardly possible to believe that the purchase of a control of the stock and the management of this property by people who have been bitterly assailed for alleged illegal acts will overcome the criticisms which have been called out by the recriminations of the officers and directors, and if the final result of all this trouble should lead to a lessening of the relative power of a few of the great insurance companies the country will be better off for it. We believe that the enormous drain of money from every section into the treasury of a few big insurance companies is a distinct disadvantage. It has resulted in too great a concentration of wealth and power, and at the same time in too great a cost of insurance. For years the South and the West have poured into the East millions and tens of millions for insurance premiums. In times past this may have been necessary, but now the South is financially strong enough to organize its own insurance companies, and it ought to finance many of its own business undertakings, and ought thus to concentrate in its own companies, banking, insurance and others, some of the vast wealth which it has heretofore been helping to pile up in New York. Elsewhere in this issue we publish an interesting review of this question from the fire-insurance standpoint. In life insurance there is probably still greater reason why the South should begin to seriously study ways and means to stop some of the enormous tribute which for years it has paid to the power and wealth of New York's great insurance companies.

SOUTHWESTERN OIL.

Revised figures show that the total production of oil in May in the Texas-Louisiana districts was 5,039,000 barrels. That is at the rate of 60,000,000 barrels a year, which is a production

greater than that of the whole country as late as 1899. This fact is indicative of the rapid development of the South-western field. Though oil was known in Texas as early as 1860, the first recorded production was of 48 barrels in 1889. This gradually rose to 65,975 barrels in 1897 and to 836,039 barrels in 1900. Then came the gushers at Beaumont, which sent the production of 1901 to 4,393,658 barrels, which has more than quadrupled since then, Louisiana, meantime, coming in as a producer.

PHASES OF IMMIGRATION.

At the moment the South is the pivot of discussion of the topic of immigration to this country. Thereby hangs an interesting story, and therein is occasion for careful and cautious conduct. For twenty-odd years patient and persistent efforts have been made to attract desirable settlers to the fertile lands of the South, large areas of which are virgin soil expanding in the wake of the lumbermen, and during the past five or six years patience and persistence have begun to bear fruit. Thousands of thrifty white families from the North and West and other thousands of acceptable immigrants from abroad have come to the South and have succeeded wonderfully there, to the increasing advertisement of that part of the country. The work that has been done for Southern immigration, while effective; the work done by leading railroad companies, by business bodies in a hundred prominent localities, by State authorities in Maryland, Virginia, South Carolina, Louisiana and one or two other States, by real-estate interests and by individuals has been, however, really but a beginning, and, as pointed out again and again by such publications as the *MANUFACTURERS' RECORD* and the *Southern Farm Magazine*, has not been commensurate with the needs and opportunities of the South. It has hardly approached in scope and intensity the campaign which, in the latter part of the past century, turned the prairies and forests of the middle West and West into smiling and productive farms contributing to the growth of flourishing cities and towns. The work for the South though is responsible for the fact that just at present that section is receiving in this matter of immigration vigorous and unexpected attention in certain quarters. That fact reveals a situation of vital importance to the South. The South is indeed facing a condition, and not a theory. It is confronted by a problem so complex that the broadest patriotism and the keenest intelligence will be required for its solution.

Immigrants are pouring into Eastern ports of the United States at the rate of about 100,000 a month. These immigrants include comparatively few representatives of the stock from the British Isles and from Northern Europe akin to the dominant stock in the United States and readily assimilating American ideas, which have been so potent in populating the North and West for the substantial development of the country. The arrivals of today at Boston, New York, Philadelphia and other ports are representatives largely of races alien to American ideas, the depressed and the degenerate, and, in some instances, not unmingled with the blood of distinctly inferior peoples. Their coming to America is a distinct gain to their native lands, where they have been an incubus, and the attempt by this country to assimilate them is fraught with danger to the American social and political system.

In advance of their coming, the results of which, under rather lax administration of our easily-evaded immigration laws, have been readily comprehended, divers plans for their disposal have been projected in which the South is expected to play a leading role. In the first place, influences long active for the suppression of immigration to this country in the attempt to increase the cost of labor here by artificially checking the natural growth of supply are working upon apprehension about the character of the newcomers to further legislation too restrictive upon all immigration. These influences appeal, too, to an un-American spirit that looks askance upon all foreigners.

Another influence, recognizing the practical impossibility of the carrying out of this program, would seize, in the increasing cry for more workers, a cry of opportunism that would sacrifice future welfare for immediate gain, the opportunity to prevent a further congestion of the undesirable classes in Eastern cities and to relieve the existing congestion by persuading the South that any kind of labor is better than a shortage of labor, and that the South's chance is in the current flood of the physically and mentally unfit, the unable or unwilling to do more work than that sufficient to meet the bare necessities of life, now pouring in from Europe. This influence hails with delight such a specious and subtle scheme as that promoted under the auspices of the general government for the establishment at Ellis Island of information bureaus in charge of representatives of Southern States to aid the diversion of immigration to the South. It welcomes such a playing into the hands of this scheme as that essayed in the recent farce known as the "Southern Industrial Parliament" at Washington. It cares nothing for the future of the South, and would take advantage of the South's labor necessity to rid other parts of the country of a burden. It would turn the South into a basin for the waste of Europe and the creatures of Northern cities' slums.

A third influence, not quite as tangible as the others, comes to the front whenever there are signs of an inclination of farmers or other citizens of other parts of the country to move to the South. While one great drawback upon immigration to the South has been in the past a comparative lack of public spirit there favoring immigration, it has been by no means as great as ignorance of the South and misunderstanding of it sedulously cultivated by selfishness elsewhere. This has taken form in political, philanthropic, pedagogic and other agitations magnifying and specializing imperfections of the South, common to human nature everywhere, and obscuring its pre-eminent advantages. This selfishness looks upon gain for the South as loss to itself, and leaves nothing undone, from airing the negro question to exploiting ignorance about climate, to hold at home would-be Southern settlers and to prevent worthy Europeans from turning Southward. Nothing would help such a cause better than for the impression to be bruited that the elements of the population which are recognized as a curse to communities in the North and West were being transferred to the South.

Of course, there is no special animus against the South in all of this, but merely a desire to benefit one's self, no matter who else may be obliged to hold the bag. But, fortunately, the South knows a thing or two about the night game of catching skylarks. It is be-

ginning to take notice of the various immigration movements directed upon it and to question the real purpose of individuals and organizations which of a sudden have displayed rather remarkable interest in it. It is formulating a policy as to immigration safe and sure about as follows:

The South desires immigrants. It has lucrative work in its fields, its forests, its factories and its mines for twice as many men as are now employed. Hundreds of thousands of its fertile acres are awaiting the first touch of the plow. Millions of tons of its mineral wealth in iron, coal, phosphate, oil, building stones, clays, etc., are to be brought to the surface. Its cotton mills and factories, its farms and plantations are undermanned, with the world calling for their products. The South cannot look to the natural increase in its population to answer that call. It must draw other men unto itself. It is not opposed to the foreign-born. It will be recalled in that connection that a foolish movement in American politics half a century ago resting upon antagonism to the foreign-born was shattered against the American liberalism of the South. But while unopposed to foreigners, the South naturally prefers for its new citizens American-born or individuals who have lived long enough in the United States to have been filled with the real spirit of the country, and of the foreigners freshly arrived those belonging to the stocks of Northern Europe which have contributed so much to the progress and prosperity of the rest of the land. It recognizes that even among the arrivals against whom as a class other sections have objections there may be thousands depressed rather than degenerate, who, amid the splendid opportunities of the South, may be converted into valuable American material.

But the South will have human sewage under no consideration. It is convinced that it must not sacrifice a great future to meet a present emergency. It feels that in this particular of immigration there is truth in the saw that where there is less haste there is likely to be the greatest speed.

NO MISTAKE ABOUT MOTIVES.

Commenting upon "Yankee Thrift," the pamphlet in which have been reproduced the studies of phases of New England development made by Mr. Albert Phenix for the *MANUFACTURERS' RECORD*, the *Boston Evening Transcript* says:

The *MANUFACTURERS' RECORD*, in putting these facts before the thoughtful and intelligent people of the South, has performed a public service, whatever may be its motives, and if the lesson is heeded no small measure of the increased development of the South may be credited to the farseeing Southerner who was eager to learn his lesson from New England thrift.

"Whatever may be its motives?" Why, they are clearly manifest throughout the studies. Primarily they represent the desire of the *MANUFACTURERS' RECORD* to direct attention, as an inspiration to the South, luxuriant in raw materials for industry, to the achievements of New England, practically barren of such materials. Incidentally they reflect the well-established and long-recognized policy of the *MANUFACTURERS' RECORD* to do all within its power to cultivate and strengthen friendly relations between the South and the rest of the country. It went to considerable pains and large expense in securing these letters and republishing them in pamphlet form and circulating several thousand copies of them free merely as a part of its

work of showing possibilities of the South.

A CHANCE LOST BY THE SOUTH.

Last fall the MANUFACTURERS' RECORD suggested that a visit of cotton spinners from abroad to the South would be of advantage to everybody interested in the cotton trade. The idea met with a quick response in Manchester and other European cotton centers. The MANUFACTURERS' RECORD was advised that the leading spinners of England and the Continent would be glad to visit the South in order to study its cotton-growing possibilities and its other advantages, but that the Federation of Master Cotton Spinners' Associations, representing about \$1,000,000,000 of capital and 45,000,000 spindles, or nearly one-half of the cotton manufacturing of the world, could not well come to this country without an official invitation from one of the two representative bodies of cotton manufacturers of this country, viz., the New England Cotton Manufacturers' Association and the American Cotton Manufacturers' Association, the latter representing the South as successor to the old Southern Cotton Spinners' Association.

The position of the English spinners was a very natural one, since they could not as an organization feel like coming without knowing that their visit would be welcomed by similar organizations in this country. The New England Cotton Manufacturers' Association felt that as the proposed visit would be for the purpose of studying the South, it would be somewhat inappropriate for them to lead in extending such an invitation. The matter was urgently presented to the officers and directors of the American Cotton Manufacturers' Association, but they decided against extending such an invitation. The question of cost was raised, but the MANUFACTURERS' RECORD agreed to find a way to overcome that, offering to head a subscription with \$1000 or more if needed and to interest railroads, bankers and others in providing all the funds needed. Even then, however, the opposition could not be overcome, and a number of mill people, in letters and in private conversation, opposed the movement on the ground that the South was already suffering from a scarcity of mill help and should not, therefore, encourage the location in the South of English cotton spinners. In spite of this failure of the American Cotton Manufacturers' Association, the matter had been in the meantime presented to the South at large, and governors, mayors of leading cities, railroad officials and others, including the Georgia Industrial Association, representing all the cotton mills of that State, joined in sending many invitations to the Federation of Master Cotton Spinners' Associations, but though our English friends have greatly appreciated the broadness and sincerity of these invitations, they have naturally felt that since the organizations of American cotton manufacturers were unwilling to extend an official invitation, they would not, of course, look with favor upon such a visit, as is explained in the following letter from Mr. C. W. Macara of Manchester, England, president of the International committee of Master Cotton Spinners and Manufacturers' Association:

At the meetings of the International committee of Master Cotton Spinners and Manufacturers' Association, which were held in Brussels this month, I took the first opportunity of submitting the numerous kind invitations to visit the cotton fields of America which had been sent to the cotton users of Europe by industrial, commercial and municipal

bodies on your side of the Atlantic, and I have been requested to inform you that whilst gratefully acknowledging the courtesy of these invitations, the International committee felt that as the International Federation consists of associations of cotton spinners and manufacturers only, they could hardly be accepted until some definite scheme had been formulated with the support of the associations of cotton spinners and manufacturers in America with which they have been in constant communication.

There the matter stands. The visit of the foreign spinners would have been of more immediate and more practical value to the South than a thousand resolutions calling upon the President to throw out the life-line, but the failure of what the foreign spinners supposed to be necessary to assure them of a welcome to the South has now made it difficult ever to bring about such an international event of world-wide importance to the cotton trade as the South would have enjoyed but for a shortsighted policy.

DEMAND FOR FASTER TRAINS.

The establishment of an 18-hour train service between New York and Chicago is a progressive step in railroading for which the public mind has in some degree at least been long prepared. It may be accepted as a forecast of what is to happen within a comparatively few years in the South. For it is developing so rapidly and the importance of its Gulf cities is growing so fast that higher schedules than those which now obtain will have to be made. Already preparations are under way on more than one line for a speedier handling of traffic by the building of double track.

People who have watched the development of railroads and of everything pertaining to them during the last 15 years long ago realized that it was possible for the trunk lines East and West to make faster time if only the qualifications of track and equipment were to be regarded, but the problems of operating conditions which affect all schedules have hitherto seemed so complicated and manifold that a satisfactory solution could not be had. Now, however, the Pennsylvania Railroad, which has just established these new fast trains, appears to have solved all the problems of handling its freight in such a manner that it will not be unduly disturbed or delayed by the effort to maintain a high-speed passenger schedule for more than 900 miles. This is done on some portions of the road at least by the use of detour lines for handling freight trains, but on other parts of the system by a nice arrangement of schedules which assure the fast trains right of way at all times. The exact distance from New York to Chicago being 912 miles, or, in reality, a small fraction over that, the average speed per hour for the through run, including the ferry, is nearly 51 miles per hour, while the time from Jersey City to Chicago, 911 miles, is an average of 51.1 miles per hour. This makes no allowance for stops, and, of course, the train really attains much higher speeds en route.

Before undertaking the establishment of this new fast schedule the railway company made several experimental runs, demonstrating that it was possible to send a train from New York to Chicago in about 15½ hours. One of these special trains ran from Pittsburg to Chicago, 468 miles, in 440 minutes. East of Pittsburg some very high speed was made, the train running from Philadelphia to Harrisburg at an average speed of more than a mile a minute. At some points it moved so rapidly as to demonstrate its capacity to exceed the schedule arranged for it, and the

engineers were ordered to stick to the timetable. Even on the Pittsburg division the average speed was a trifle over 50 miles an hour, this including the mountain run.

The large expenditures of money which have been made on the Pennsylvania lines both east and west of the Ohio river for some years have been in preparation to meet business conditions which would demand the establishment of such trains as those which have just been put in service, and not only for them, but for considerably more in the way of transportation facilities required by growth of business and heavier movement of freight. These expenditures have been for more powerful equipment, for detour freight lines on congested divisions, for double track west of the Ohio river at places where single track only had existed, for heavier track construction, for better signalling, for improved station and terminal arrangements, and, in fact, for practically everything that would expedite the movement of traffic, the necessity for which was made so startlingly apparent several years ago when the great congestion of freight occurred at Pittsburg.

In the South improvements of like character are being made by various railroad companies to prepare for the future, although if they were now completed the requirements of the present would find use for them. Already great advances have been made in the passenger service between important points and some fast time is regularly made, notably by the Florida trains, as well as by those to Atlanta and New Orleans. But the greater part of the South is in the condition that the middle West was about 20 years ago; its trunk lines are almost altogether single-track roads, and the era of improvement that is sure to prevail will result in double-tracking at least for the main lines. Yet before that work is accomplished improved block-signalling apparatus will in some cases be used to increase the capacity and safety of single-track roads, as it has done, notably in the case of the Cincinnati, New Orleans & Texas Pacific Railway. Faster passenger trains are being demanded between such cities as Atlanta, Jacksonville, New Orleans and Galveston and Northern points, and year by year some advance is recorded. But the rapid increase in the importance of the Gulf ports will probably cause an equally rapid development of railroad facilities to and from them. The Southern Railway's double-tracking between Washington and Atlanta is only part of an improvement which, when finished, will doubtless be continued to New Orleans, and the Illinois Central's work will soon give a complete route of double track from Chicago to New Orleans.

With these facts in view, the South may feel a particular interest in the Pennsylvania's special train, as well as in those of the New York Central, which announces a similar service, accepting them as indicative of what will come to it in the comparatively near future.

MOVING TO THE SOUTH.

It is stated in a dispatch from Jackson, Miss., that the example of the Mississippi Mills of Wesson in bringing skilled operatives from Massachusetts will be followed by several other cotton mills of the State. From many quarters in the cotton-manufacturing districts of the South come complaints of a shortage of operatives, and two or three plans for overcoming this difficulty have been suggested. Meanwhile

the mills at Wesson have on their own account taken a practical step which is likely to commend itself to mill men generally, and, with labor conditions in parts of New England still unsettled, should meet with eminent success, to the relief of both New England and the South. It is interesting to note in this connection the attention given in Fall River to a visit there of a representative of the Southern Pacific system with a view to exploiting the advantages of certain sites for mills in Texas. The Fall River Herald says that several communities along the line of the Southern Pacific are willing to contribute capital for the construction of mills provided they can be assured of the probable success of their investments by men approved by the railroad management. And so the story goes.

In renewing his subscription to the MANUFACTURERS' RECORD, Mr. W. T. Reeder, R. F. D. No. 3, Sweetwater, Tenn., writes:

I am delighted with my paper and would not be without it. I have read it for years and have secured some good jobs through it. I am an engineer and machinist.

BUILDING IN BALTIMORE.

More than ordinary interest is attached to the annual report of John J. Kelly, the retiring president of the Baltimore Builders' Exchange, as his term of office covered that period when most of the business section which was destroyed by the great fire was rebuilt. He says:

"During the past year building activity has been the greatest in the city's history. One year ago the business heart of the city was a heap of debris. From the ruins stately buildings now arise to proudly proclaim the enterprise and ambition of our people. The structures erected are larger, more modern and more costly than those destroyed, and they have established the standard of substantial excellence for future improvements. Records of the Appeal Tax Court show that 1343 buildings were destroyed by the fire of February 7 and 8, 1904. The assessed value of these buildings was \$12,908,300. The number of permits for buildings in the burned district up to June 1, 1905, is 446, at a declared valuation of \$12,903,780, to which the building inspector adds 20 per cent., bringing the valuation up to \$15,491,736. The property required for widening of streets, the courthouse plaza and docks wiped out about 700 building lots. Including the burned district, permits were granted in the whole city for 471 new additions to old buildings at a valuation of \$300,000, and for 1638 permits for new buildings at a valuation of \$20,000,000."

TRUTH IN ADVERTISING.

Some very sensible suggestions are contained in the report of the advertising committee of the Business League of Houston, Texas, recently made by Mr. Wm. W. Anderson, chairman, to Mr. B. F. Bonner, president of the League. In this report the value of conservative and carefully-considered statements in the advertising matter sent out by any town is dwelt on at considerable length, and with evident justness. The statement is made in this report that Houston is studiously avoiding any sensational and exaggerated claims, being thoroughly satisfied that exact facts which exist in Houston are sufficient to attract attention and the interest of outsiders. In accordance with the plan to present such facts in a conservative way large quantities of a leaflet entitled "A Word in Good Faith About Houston" have been circulated, according to the advertising committee's report, and many thousands of a 36-page booklet entitled "Points of Interest In and About

Houston" have been printed and circulated. The report indicates that much good has been accomplished by the methods Houston adopts, and Chairman Anderson gives it as his opinion that in the matter of advertising Houston will not suffer in comparison with any other Southern city. The value of persistent effort is pointed out, and the Houston League is strongly urged in this report to steadily continue this work on similar lines, but with changes only to a larger scale.

WILMINGTON'S COMMERCE.

The annual report of President J. A. Taylor of the Wilmington (N. C.) Chamber of Commerce presents a cheerful view of commercial conditions in that city. It dwells upon the trucking interest, representing shipments in what is known as the Wilmington zone valued at \$5,000,000; upon the growth of population, estimated at 50 per cent. in the past five years, with a steady appreciation of real-estate values, and an increase during the past year of \$450,000 in savings banks deposits, and upon the prospects for the city in the repeal of the compulsory pilotage laws of the Cape Fear river, the continuous appropriation by Congress for river and harbor improvements, the promise of a great coaling station at Southport and the shaping of plans for the inland waterways. A comparative statement of the volume of business done at the port shows a decrease as to cotton, due to the greater value of cotton in 1903 than in 1904, but substantial increases in groceries, dry goods, fertilizers, lumber, naval stores, shoes, hardware, etc.

AMERICAN ELECTRICAL ENGINEERS.

The meeting at Asheville, N. C., next week of the American Institute of Electrical Engineers is likely to direct special attention to the development of the use of electricity in the South and the opportunities there, because of its great water-powers, for even greater development. That subject will be specially mentioned by Dr. Perrine of New York in a paper on the water-powers of the Southern Appalachian. Other topics to be discussed are: "Three-Phase Traction," by F. N. Waterman; "Induction Motors," by Professor Adams; "Standardization of Fuses," by H. O. Lacount, and "High Potential Oscillation" and the "Disruptive Strength of Air," by Mr. Steinmetz. The social entertainment of the convention, held for the first time in the South, is in charge of Messrs. Charles E. Waddell, I. P. Keeler, J. H. Finney, E. W. Stone and A. M. Schoen.

BIRMINGHAM'S PROGRESS.

In his annual report Secretary Joseph B. Babb of the Commercial Club of Birmingham, Ala., shows that during the year new incorporations in the district represented a total capitalization of \$5,871,000; increases in capital stock, \$2,562,100; expenditures for extraordinary improvements, \$5,347,220; railroad construction, \$1,503,000; municipal improvements, \$588,996; county sanitary work, \$271,694; new establishments and enlargements, \$916,500, and new houses, more than \$1,500,000.

THE COTTON MOVEMENT.

In his report for June 9 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 282 days of the present season was 12,421,452 bales, an increase over the same period last year of 2,688,926 bales. The exports were 7,831,765 bales, an increase of 2,100,164 bales. The takings were, by Northern spinners, 2,120,292 bales, an increase of 102,201; by Southern spinners, 1,880,141 bales, an increase of 104,-

301 bales. With more than two months of this season still to be accounted for, the takings of American cotton by American mills are already several thousand bales in excess of the takings of any preceding year.

A MANUFACTURERS' FAIR.

An interesting sidelight upon industrial development in the South is the plan of ladies of the Mobile (Ala.) Infirmary Association to hold in November an "all made in the United States fair." At the fair manufactured products will predominate, and the purpose of the ladies interested is to write to all the manufacturers in the United States for a donation of some article manufactured by each, the practical terms from the manufacturers' standpoint being given by the suggestion that Mobile, with its steamboat and sailing connections with South American and Cuban ports, is a good place to advertise one's wares. The originality of the plan should commend it to American manufacturers. The immediate arrangements for the fair are in charge of Mrs. C. J. Torrey, No. 60 South Conception street, Mobile, Ala.

MANUAL TRAINING.

Authorities of Savannah, Ga., are considering, it is reported, a plan of taking a vote of the school boys of the city upon the question of introducing manual training in the public-school course. The Savannah Press alludes to the project as a possibility of adding manual training "to the burden of the curriculum." Speaking generally and without special reference to Savannah, it may be suggested that adding manual training need not be an increase in the burden of the common-school curriculum, but it may be the means of lightening that burden if it take the place of so many of the unnecessary fads with which public-school children have been afflicted in recent years.

FOR REFORMING GEORGIA.

Honorable Hoke Smith, in announcing his candidacy for the governorship of Georgia, says that he favors "legislation which will broaden the definition of lobbying and prevent those employed to represent railroad companies and other interests from privately seeking to influence legislators." If Hoke Smith adds a plank favoring the suppression in legislative halls and elsewhere of individuals making railroads and other interests the targets of demagoguery or "bell-ringing" measures and the suppression of the individuals known familiarly in Georgia as "cow attorneys," railroads of Georgia will have a sigh of relief and hope.

NEWPORT NEWS SHIPYARDS.

Improvements Costing \$1,000,000 to Be Undertaken Immediately.

The Newport News Shipbuilding & Dry-Dock Co. telegraphs the MANUFACTURERS' RECORD that "this company expects to construct a new dry-dock and to make other improvements." Other dispatches from Newport News indicate that the company will expend \$1,000,000 for the construction of a new stone and concrete dry-dock about 700 feet long and of sufficient depth and breadth to accommodate the largest warships afloat, and to enlarge the machine shops, add another set of shipways and install a steel trestle and overhead traveling cranes. These improvements to the plant will be located partly on the half a mile of water-front which the company owns above the present yards. They are necessitated by large contracts the company has secured and others that are expected to be concluded. C. B. Orcutt is president of the company, with offices at No. 1 Broadway, New York city.

FIRE INSURANCE PREMIUMS PAID BY THE SOUTH.

By J. T. DARGAN, President Atlanta-Birmingham Fire Insurance Co., Atlanta.

[Written for the Manufacturers' Record.]

While many people are aware that the various insurance companies of all kinds and conditions have more ready money than any other one financial interest in this country, yet only in a vague way do the Southern people seem to appreciate or realize the economic fact that the section or sections which have the most or largest insurance companies have perforce the most money, and that the South has been and is still getting supremely left insurance-wise.

Life insurance companies constitute the most important factor in this insurance problem, but this particular feature of insurance I will defer for treatment later on, and the present article I will devote entirely to fire insurance, which in importance and magnitude ranks next to life insurance.

The following table accurately sets forth the situation. It exhibits a statement of net cash premiums received for the year 1904 as set forth in the various fire insurance companies' sworn reports to the various insurance departments of the 12 Southern States formerly comprising the "Southern Confederacy." The debatable States of West Virginia, Oklahoma, Missouri, etc., are left out, which, if included, would make the South present even a much poorer showing. The figures are taken from "Distribution by States of Fire Insurance, 1905," published by the Spectator Company of New York, and are therefore authentic:

States.	Non-resident stock companies.	Southern stock companies.	Total stock companies.	Southern mutuals.	Six Hartford companies.
Alabama.....	\$2,153,323	\$355,869	\$2,409,192	None.	\$381,716
Georgia.....	3,180,333	125,222	3,305,555	301,160	596,954
Florida.....	1,428,300	59,207	1,487,507	None.	224,664
Kentucky.....	4,517,991	44,338	4,562,329	110,260	662,083
North Carolina.....	1,639,166	287,584	1,926,750	56,844	248,385
South Carolina.....	1,228,555	30,686	1,259,241	11,230	268,771
Mississippi.....	1,992,723	368,911	2,361,634	None.	326,894
Arkansas.....	1,716,328	110,342	1,826,670	374,745	248,909
Louisiana.....	3,794,485	619,438	4,413,923	None.	604,253
Tennessee.....	2,981,903	129,931	3,111,834	6,474	584,079
Texas.....	5,563,401	381,710	5,945,111	71,432	1,139,177
Virginia.....	2,361,798	526,387	2,888,185	103,006	437,123
Totals.....	\$32,558,306	\$2,949,935	\$35,508,241	\$1,035,151	\$5,733,008

Out of the total income of stock companies, \$35,508,241, it is seen that Southern stock companies did a business of only \$2,949,935, or 8.4 per cent. of the whole, leaving 91.6 per cent., or \$32,558,306, to be transacted by non-resident companies. This does not include the business done by local Southern mutual companies of about \$1,000,000, as shown in the table, or the much larger business done by the large non-resident Northern senior and junior mutual companies.

It may be claimed that while admitting most of this large sum of \$32,558,306 is primarily shipped away, the bulk of it eventually comes back to the South in the way of losses, the companies retaining only a reasonable percentage as their underwriting profit for their risk and trouble. This is true, and it is not true. These premiums are cash in advance, to cover periods running frequently as long as five years, and the laws of practically every State declare that only a pro rata of such premiums are earned for the actual time elapsed, so companies are compelled to charge themselves with the unearned premiums as a liability which the law says really belongs to the policy-holder as a re-insurance reserve. Such reserves amount practically to about 75 per cent. of premiums annually reported, so out of the \$32,558,306 received by them the non-resident companies owe the Southern people \$24,428,730, or, in round figures, \$25,000,000, which large sum these companies have the use of free of all interest charges.

Our good friends up in New England have shown in the past that they are pretty quick to catch onto good things,

and the record proves that they have not overlooked fire insurance as a medium of inducing the South to ship them up a good many of their millions for their use and profit.

The city of Hartford, Conn., alone, with a population less than the city of Atlanta, has six fire insurance companies, viz., the Aetna, Connecticut, Hartford, National, Orient and Phoenix. These companies were smart enough last year to secure about one-sixth of the entire fire insurance business in the South (\$5,733,008), or just double that of all Southern companies combined (\$2,949,935). But that is not the worst of it. The unearned reserve on this Southern business done by the Hartford companies amounts to fully \$4,500,000, which amount they have the free use of straight along without interest.

Is it any wonder their banks and trust companies are chuck-a-block with ready money? Of course, they can well afford to run companies up there if they can barely get in enough premiums from the South and elsewhere to pay expenses and losses, just so long as they can get the use (interest free) of these large unearned reserve funds.

Leaving all sectional prejudice aside, the question that naturally suggests itself to me is: "Are we not now strong, honest and capable enough to take care of the bulk of our own fire insurance business in the South and retain at home the millions of money we are now shipping away for

unearned premiums, and place the same in our own banks and trust companies for the use and development of our own section?" I am positively certain we are.

A \$3,000,000 COAL DEAL.

Important Developments to Be Made in a Kentucky Field.

[Special Dispatch to Manufacturers' Record.]
Sturgis, Ky., June 13.

The big coal deal, which has been an important theme in this section, and, indeed, all over the country, the past month, has been finally consummated, and the combined Nevins properties, consisting of the original Nevins plant, the United States Gas, Coal & Coke Co., the Trade-water Coal Co., the Baker shaft in Webster county, the coal elevators at Paducah, the Memphis river fleet and about 70,000 acres of valuable coal lands in Union, Crittenden and Webster counties, have been sold to the North American Company of New York, through Wm. J. Curtis of New Jersey, for a sum approximating \$3,000,000.

The new company will have its headquarters in New York city, with James T. Gardiner as president. Charles Buckner remains as superintendent of the local field. The North American Company is thought to be one of the Morgan affiliations. It owns gas and electric franchises in St. Louis, Milwaukee, Memphis and other cities. It proposes to produce for its own use 1,500,000 tons of coal a year, and will also go out for general Southern business, having secured one of the greatest coal fields in the South and being about 1000 miles nearer by river to

the Southern markets than Pittsburg. From 6 to 10 new shafts will be sunk to No. Nine and Bell coals, and from 8000 to 10,000 men will be employed in getting out a total product of about 3,000,000 tons yearly.

The deal takes in all the principal collieries and coal fields in this immediate territory except the Bell Coal Co., owned by W. W. Smith and others, which taps No. B, known as the highest grade gas and coking coal in the bituminous field. However, the Nevins properties embrace a part of the Bell veins along Tradewater river. It is stated that J. L. Frankel, who sold the Tradewater Coal Co. to the North American, will immediately open a new shaft on property near Sturgis.

CRAB ORCHARD COAL.

Results of Railroad Building in a Tennessee Field.

[Special Cor. Manufacturers' Record.]
Crab Orchard, Tenn., June 12.

There has been large activity in coal operations along the line of the Tennessee Central Railroad since its completion in Cumberland and Roane counties, and particularly in the Crab Orchard field and adjacent to it. The Cumberland Coal & Coke Co. has opened mines at Cox Valley, but a short distance from Crab Orchard, driving its entry for several hundred feet through 7 to 11 feet of fine coal. It is also preparing to erect a large coking plant at the Horseshoe, on the Orontes river, about one and one-half miles west of Crab Orchard. Other mines in this immediate section are pushing development to the highest point.

The Lee Cove Mining Co. has two entries driven a long distance in promising coal several feet in thickness, while the Fall Creek Collieries Co. is now shipping its lump and washed product into Chicago and selling it at a good price in competition with the coals of both the East and West. This company has but recently started, but it already has an entry driven 1000 feet in length through coal that has no superior anywhere, and averaging over six feet in thickness.

Some of the coals of this Crab Orchard field are being introduced in Chicago as semianthracite coal or Tennessee anthracite. This entire field for a radius of say 15 miles will always be distinguished from other fields because of its not only having the Bon Air and other seams, but also this semianthracite coal now being so largely sought after. This entire field is underlaid with four distinct seams or veins of workable coal, coking, steam and domestic. The quality of this coal is the finest in the State, and runs from 3 to 11 feet in thickness. This Tennessee anthracite underlies all this field. It is the most convenient and best outlook for mine development on the Tennessee Central Railroad, while Crab Orchard is one of the most promising locations on the line.

The valleys are underlaid with red hematite iron ore, and limestone for fluxing purposes is here in abundance. With coal, iron, limestone, water and other conveniences necessary to iron production in close juxtaposition, Crab Orchard would be an ideal location for iron manufacture as well as coal production. Large quantities of all kinds of timber, soft and hard, lie adjacent to Crab Orchard, and this industry also is receiving a marked impetus just now. Two branch lines of railroad, one north and one south, are also in contemplation to open up the limitless supply of coal and timber throughout this field. One of the most prosperous coal companies operating in this section, known as the Clear Creek Coal Co., is owned by Baltimore people. The Goodstock Dimension Co., operating as a lessee under the Powell Coal & Lumber Co. in this vicinity, is now turning out large quantities of

lumber, handles and all sorts of dimension stuff. It is located in the center of a large body of fine timber, with a large band mill and other machinery. A short spur of railroad will be built to the plant, when it will begin the development of its coal also. A saw and planing mill with lath, shingle and other machinery has recently been installed at Crab Orchard. This field is also believed to be rich in oil, yet no boring has been done until recently, when a Chicago company commenced boring west of here, and is now down over 1000 feet. It intends to go 1000 feet more, and hopes to find a large gusher before it reaches that limit. J. S. CLINE.

IRON MARKET IMPROVED.

Large Buyers Appearing in the Birmingham District.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., June 12.

The changed condition of the iron market, as foreshadowed of late in these letters, has come, and the inquiries and demand are both improved. While the market cannot as yet be called active, it shows a material improvement in the transactions concluded. But the price at which iron has been sold in the past week or so shows a material lowering of values. Iron was quoted last week as being on the basis of \$12.50, with transactions concluded on that basis. During the week just ended those values were again recorded. But the price would not hold, and before the week was ended it was evident that lower values were offered and in several cases accepted. But the sales representing cut prices are suppressed, and they are not obtainable by the news gleaner. Some large buyers were feeling the market, and in one case a sale of 5000 tons was effected at a price held secret. Other sales on the same basis are strongly suspected, but after persistent efforts your correspondent was unable to obtain them with assured certainty. It is safe to guess that the sales price was not above \$12 for No. 2 foundry. There are reports of sales below \$12, and your correspondent is not disposed to question them. On a weak market, when sellers decline to state sales values, then you can guess with safety that it's a case of prices go hanged and quotations are no good. It isn't a hard matter to get sale prices when they are up to quotations, but it is often hard to get them when the sales being made are establishing new quotations. There was a sale of 1000 tons in two lots of 500 tons each for delivery during third quarter at basis of \$12.50 for No. 2 foundry, and a sale of 200 tons on basis of \$12.25 was reported, delivery being the same. There was some analysis iron sold, but the details are withheld. But we can report one sale on the basis of \$13 for No. 2 foundry, with the certainty added that there were other sales, but in a limited way, on the same basis. For the information of buyers it is well to say that so far as stocks are concerned, while they are fair, they are not burdensome, and no interest is handicapped by an unmanageable load. The sales agents of the various interests report without exception a much better inquiry than has been the case for some time past, and the belief is gaining ground that the buying movement so long anticipated by the trade is now developing. Bar iron is reported dull, but prices are held up and show no change.

Coke is in very fair demand, and the price, for reasons previously mentioned, is well maintained at \$3.75. There are some makes that will not bring over \$3.50. Foundry coke is still quoted at \$4.

Coal is reported all the way this week from \$1 to \$1.25, with nothing of moment to mention. The annual meeting of the United Mine Workers is now being held, and there is plenty of gossip as to their

action. Those best posted as to the situation are confident that the scale of wages existing will be continued for the coming year. So far as the strike is concerned, practically there is none. The Tennessee Company the past week brought from Pennsylvania a car containing 75 miners and their families. The miners are to be located at its Pratt mines, and they will be reinforced by accretions as fast as accommodations are provided for them. The celebrated Montevallo coal mines, so long controlled by the Aldriches, have been sold, one of the brothers selling to the other, thus keeping the property in the family. They will be worked as usual. Scrap-iron quotations for the past week are rather in buyers' favor, and it is noted that business is rather quiet. Prices are as follows, viz.:

Stove plate, \$8.50.
Heavy cast, \$10.50 to \$11.
Old iron rails, \$18.
Old steel rails, \$12 to \$13.
Open-hearth steel scrap, \$13.
Iron car axles, \$16.
Steel car axles, \$13 to \$14.
Old car wheels, \$14 to \$15.
Relay rails, light section, \$22.50.
Relay rails, heavy section, \$24 to \$24.50.
Railroad wrought, \$15 to \$16.

Some of the interests are keeping tab on furnace output, which so far is working to the satisfaction of the managements. The new No. 6 furnace at Ensley is reported to have made in one day last week 380 tons, the most of it being high grade. This furnace leads all the rest in production. It is said that the new furnace at Woodward will be a close second to it.

The report of the secretary of the Commercial Club for the last fiscal year is interesting reading. Commencing with property assessments, we deal with millions and assess the taxes for the county on \$51,000,000 of property values. The number of charters issued during the year was 145, and the capitalizations ran from \$2000 to \$100,000. They represent an investment of nearly \$6,000,000. The total number of houses erected was over 3000. The increase of capitalization of various interests already established was over \$2,500,000. In extraordinary improvements, such as the opening up of and equipping new mines, the building of coke ovens, opening of quarries and other items not chargeable to expense, the records show the expenditure of nearly \$5,500,000. The Tennessee Company heads this list, with the Woodward Company close behind and the Railway, Light & Power Co. showing an expenditure of \$700,000. The total of the various expenditures and investments amount to about \$19,500,000. The enlargements of old buildings and the erection of new ones cost about \$3,500,000. The railroad spurs, extensions, etc., cost about \$1,500,000. It wasn't a very good year for the expansion business, as the preceding year was exceeded by only \$1,250,000. We expect to do better next year. J. M. K.

American Public Works.

The American Public Works Association will hold its first annual convention at Lookout Inn, Chattanooga, Tenn., August 30 and 31. The program includes papers by Nisbet Wingfield on "Municipal Ownership of Public Utilities," by Prof. Granbery Jackson on "Public Lettings for the Construction of Public Works," by W. F. Wilcox on "How to Reduce Insurance Premiums," by James O. Spear on "Electric-Light Plant in Connection With Water-Works," and by R. C. Huston on "Sewerage for Small Communities." The officers of the association are Messrs. J. A. Ombe, president; R. C. Huston, vice-president; W. H. Flint, secretary; H. J. Malochie, treasurer; Edward J. O'Beirne, W. F. Wilcox, Matthew

F. Cole, Ben. Willard, A. J. Bowron, L. D. Lewman and C. M. Ladd, executive committee.

Improvements at Memphis.

Capt. Thomas D. Lawler, secretary of the Shelby county (Tennessee) board of equalization, has compiled figures which give an interesting summary of improvements made in Memphis during the year ended January 10, 1905. There is shown a net increase in taxable property in the 22 wards of the city of \$776,550, which is chargeable to new buildings erected during that period. Buildings in course of erection, but not completed, are not included in this estimate. The assessors' books for the city show that 339 changes are accredited to new buildings and nine to fire losses. The gross increase in taxable values for the period is shown to be \$850,450, while the gross fire losses are given as \$73,900. In the list of improvements every ward in the city is represented, the thirteenth leading with 58 credits for new buildings. The showing of the other wards in the number of increases for the year is: First, 9; second, 4; third, 4; fourth, 4; fifth, 6; sixth, 1; seventh, 7; eighth, 14; ninth, 9; tenth, 8; eleventh, 11; twelfth, 9; fourteenth, 13; fifteenth, 18; sixteenth, 38; seventeenth, 55; eighteenth, 19; twentieth, 9; twenty-first, 4; twenty-second, 8. These entries, however, do not represent the actual number of new buildings erected during the period mentioned, as in some instances 20 or more buildings are recorded under one entry. The tax assessor estimates that the actual number of buildings erected will approximate 1100.

Hollow Tiling in Fireproofing.

The use of terra-cotta hollow tiling as a material for fireproofing buildings has increased more and more each year since it was first placed on the market. Nearly all of the large skyscraper office buildings erected in the United States have been fireproofed with this material. Its use is not confined to this class of buildings, for it has been used in buildings of a widely diversified character.

This material has passed through a number of fire tests, but none more severe than that which it encountered in Baltimore's great fire. All of the large office buildings erected in Baltimore prior to the fire were fireproofed with this material, and the manner in which the steel frames of these buildings were protected from injury argues well for the merits claimed for it by its adherents.

Among the buildings of this class and which have since been rehabilitated and are now occupied are Continental Building, 16 stories; Union Trust Building, 11 stories; Maryland Trust Building, 12 stories; Calvert Building, 12 stories; Equitable Building, 9 stories, besides a number of smaller structures.

The steel work in most of these buildings was practically unscathed and well protected, except that here and there a few beams had to be replaced, and the proportion of damaged steel work was, comparatively speaking, very slight.

There has been an increase in the number of fireproof buildings constructed since the fire, and among those in which hollow tile was used as a fireproofing material are Baltimore Stock Exchange, 5 stories; Hutzler Bros.' store building, 7 stories; Baltimore American Building, 14 stories; Gaither Building, 8 stories; Donnell Building, 6 stories; Keyser Building, 10 stories; Caswell Hotel, 7 stories; Franklin Building, 5 stories; Abell apartment-house, 8 stories, and the Baltimore & Ohio Railroad Co.'s 13-story office building, which is to be one of the finest office structures in the United States, the cost

of the building and site being about \$2,000,000.

Hollow tiling has also been used quite extensively in the construction of partitions.

Big Power Plant Proposed.

Another big power development is proposed for the South. It is contemplated by H. T. Henderson of Colorado, who has investigated the possibilities at the falls of the Little river, near Blanche, Ala., a station on the Chattanooga Southern Railroad 57 miles below Chattanooga, Tenn. Negotiations are in progress for lands and riparian rights, and it is believed that some 16,000 horse-power can be developed. It is proposed to construct a dam near Blanche, forming a reservoir several miles in length, which will have a capacity of 15,000,000 gallons of water. This would enable the plant to furnish power during the four midsummer months when the river is at its lowest flow. The power developed can be transmitted by electricity to Gadsden, Anniston, Alabama City, Attalla and other cities in Alabama, and to Rome and other cities in Georgia. It is estimated that from \$1,000,000 to \$1,500,000 will be required to promote the enterprise to completion. Mr. Henderson is chief engineer and general superintendent of the Animas Canal, Reservoir, Water, Power & Investment Co. of Durango, Col. He thinks it will be some months before engineers are employed to prepare the plans.

Southern Hardware Jobbers.

Hot Springs, Va., was fairly monopolized last week by attendants upon the fifteenth annual convention of the Southern Hardware Jobbers' Association in conjunction with a meeting of the American Hardware Manufacturers' Association. There were present representatives of the trade in Philadelphia, Pa.; Atlanta, Ga.; Cleveland, Ohio; New York city, N. Y.; Boston, Mass.; Richmond, Va.; Lynchburg, Va.; Trenton, N. J.; Springfield, Mass.; Louisville, Ky.; Memphis, Tenn.; Plymouth, Mich.; Nashville, Tenn.; Chicago, Ill.; Rome, Ga.; St. Louis, Mo.; Providence, R. I.; Mt. Vernon, Ohio; Brooklyn, N. Y.; Baltimore, Md.; Plantsville, Conn.; Oklahoma City, Okla.; Staunton, Va.; Knoxville, Tenn.; Birmingham, Ala.; Fitchburg, Mass.; Wilmington, Ohio; New Britain, Conn.; Argos, Ind.; Columbus, Ga.; South Norwalk, Conn.; Meriden, Conn.; Cincinnati, Ohio; Pittsburg, Pa.; New Haven, Conn.; Fort Smith, Ark.; Ellenville, N. Y.; New Orleans, La.; Gadsden, Ala.; Wilmington, Del.; Bristol, Tenn.; Pine Bluff, Ark.; Anniston, Ala.; Indianapolis, Ind.; Antrim, N. H.; Erie, Pa.; Columbus, Ohio; Reading, Pa.; Sandersville, Ga.; Bluefield, W. Va.; Newark, N. J.; Catsauqua, Pa.; Jacksonville, Fla.; Greensboro, N. C.; Athens, Ga.; Danville, Va.; Tuscaloosa, Ala.; Glassport, Pa.; Canal Dover, Ohio; Charleston, W. Va.; Allegheny, Pa.; Oneida, N. Y.; Monroe, N. C.; Greenville, Miss.; New Brighton, Pa.; Chicopee Falls, Mass.; Halifax, Nova Scotia; Roanoke, Va.; Chattanooga, Tenn.; Norwich, Conn.; Pike, N. H.; Mobile, Ala.; Fremont, Ohio; Wyoming, Pa.; Moundsville, W. Va.; Houston, Texas; Selma, Ala.; Paducah, Ky.; Rogersville, Tenn.; Washington, D. C.; Buffalo, N. Y.; Toledo, Ohio; Anderson, N. C.; Charlotte, N. C.; Montgomery, Ala.; Columbia, S. C.; Monroe, La.; Columbus, Ga.; Vicksburg, Miss.; Utica, N. Y.; Walden, N. Y., and Detroit, Mich.

Annual reports were read by President W. M. Crumley, Secretary-Treasurer C. B. Carter and Chairman O. B. Barker of the executive committee. Among the special topics discussed were restricted prices,

by W. W. Webber; expenses and profits, by R. M. Dudley; transportation, by President Samuel Spencer of the Southern Railway; freights, by E. Bertram Pike; uniform terms, by Spencer James; mutual fire insurance, by C. H. Miller, and the catalogue house, by R. M. Dudley, W. P. Bogardus and S. Norval.

At the annual banquet speeches were made by Secretary of War William H. Taft, the special guest of honor; Henry B. Lupton of Pittsburg, Pa.; Julius C. Birge of St. Louis, Mo.; W. M. Crumley of Atlanta, Ga.; Samuel A. Bigelow of Boston, United States Senator Edward W. Carmack of Tennessee, George T. Oliver of Pittsburg, W. B. Belknap of Louisville and R. R. Williams of New York.

The Southern Hardware Jobbers' Association elected Messrs. F. B. Dunlop, president; J. F. Warren and Frank Gray, vice-presidents, and O. B. Barker, C. H. Ireland, Bruce Kenner and W. W. Webber, executive committee.

AN ECONOMIC BLUNDER.

Danger to the South in the Administration's Discussion of Panama Canal Supplies.

The Bulletin of the American Iron and Steel Association, discussing editorially the "Panama Canal Blunder," says:

"About the middle of May it was announced in telegraphic dispatches from Washington that Secretary Taft, with the approval of the President, had adopted the policy of buying supplies for the Panama canal in the cheapest markets, which, of course, meant that many of these supplies would be bought in Europe instead of in our own country. The announcement of this policy of virtual free trade, with the approval of the President, was at once greeted with an indignant storm of disapproval from protectionist senators and representatives who happened to be in Washington at the time, and from all sincere protectionists throughout the country, and it was hailed with delight by all the free traders and free-trade newspapers, with the New York Tribune at their head and the New York Evening Post a good second. The Cabinet also took a hand in the general discussion. The Tribune's Washington correspondent, writing on May 17, said: 'Secretaries Shaw, Wilson and Metcalf deplore the decision of the President and the Secretary of War. Every other member of the Cabinet who is in Washington heartily approves the stand taken by the President.' In the same dispatch this correspondent said: 'The vehement and numerous protests of disappointed manufacturers and indignant stand-patters—even those within the Cabinet—are not having the slightest effect on the President, unless, possibly, it be to satisfy him that the policy on which he and Secretary Taft have determined is so stirring up the tariff question as to insure extended consideration of the recommendations for readjustment which he purposes to embody in his message to Congress next fall.'

"Among the articles said to be needed by the Panama canal commission, and which Secretary Taft and the President proposed to buy abroad, are two ships to carry supplies to the Isthmus. Of course, ships cannot be purchased as cheaply in this country as abroad, where men work for low wages. On June 2 the following dispatch, dated London, June 1, was printed in the daily papers: 'Richard L. Farnham, a director of the Panama Railway, has arrived in England. His mission is the charter of several ships for the Panama canal commission, and he is now making a tour of the shipyards of Great Britain inspecting available vessels.' It has been pointed out by Congressman Dalzell that ships purchased

abroad and owned by the United States would necessarily under our laws be compelled to fly a foreign flag if engaged in trade; they could not carry the stars and stripes. Nor can ships chartered abroad and engaged in trade carry the American flag.

"The London Economist for May 20, after referring to the Panama canal policy of the President and Secretary Taft as 'a blow to American protectionists,' shows its appreciation of the logical tendencies of this policy as follows: 'If it is a good thing for the American government to be able to purchase in free markets it must be equally a good thing for the ordinary American citizen. It is not surprising that those who fatten on protection are bawling the "mischief" that the commission have done in so raising this very awkward question.' We agree with the opinion that we have quoted from the Economist. If the government of the United States, especially a President and Secretary of War placed in office by protectionist votes and with protectionist professions, can buy in the cheapest markets—in other words, practice free trade—why deny this privilege, as the Economist asks, to 'the ordinary American citizen?' With regard to its additional comment the Economist should know that 'those who fatten on protection' in this country are the American workingmen. They are today and always have been and always will be the chief beneficiaries of our protective policy."

[When the dust raised by discussions suggested from Washington of the questions of supplies for the Panama canal and other questions now being agitated has passed away, it will, we think, be discovered that the first shot has been fired in a renewed campaign for the admission of raw materials for industry free to this country and for deluding the South again into supporting a policy which, if successful, would mean suicide for the South. It looks as though the South is to be beguiled into leading in the clamor for a revised tariff, and that the revision will be confined to placing raw materials on the free list at the expense of the South. As this section is a producer of iron ore, coal, lumber, pig-iron and other mineral and agricultural raw materials, it will, of course, as usual, be expected to hurrah for every effort looking to its committing harikari by helping to give its rivals in other sections free raw materials from abroad while they contrive to keep protection on all their finished goods of which the South is a heavy buyer. The chance of the South lies in compelling other sections to purchase the South's raw material, or, better still, to develop at home, through the same protection which others have enjoyed, the industries which will consume our raw materials, and thus at the same time gain the advantage of being more convenient, with the completion of the Panama canal, to the world markets for manufactured goods.—Ed. MANUFACTURERS' RECORD.]

Paid for Picking Cotton.

In an article in the Atlanta Constitution Mr. Martin V. Calvin, secretary of the Georgia State Agricultural Society, estimates that the negroes in eight of the leading cotton-growing States were paid \$55,405,535 for picking 60 per cent. of the crop, 40 per cent. of it having been picked by white people. He says that up to 1904 about 20 per cent. of the annual crop was picked by white people, but in the last season 40 per cent. was picked by them, the price per hundredweight for picking ranging from 40 to 60 cents. Placing the average at 50 cents per hundredweight for the crop of 1904 meant \$7.50 for each 500-pound bale picked. As a rule, Mr. Calvin says, the negroes who pick the

crop have nothing to do with planting or cultivating it.

PROBLEMS OF RAILROADS.

The Question of Transportation Facilities and Traffic Demands.

Discussing present and future railroad problems the Sun of New York says:

"The problem of keeping pace with the rapidly-increasing demands of traffic in this country is seriously discussed by both the railroads and those who furnish to them cars and locomotives. The railway freight tonnage increased by about 36 per cent. between 1890 and 1897, and in the seven years thereafter, from 1897 to 1904, there was a further enormous increase of about 82 per cent. Consequently, every great railway system is now forced to an increase of its transportation facilities in order to keep up with the still steadily growing demand, and the practical reconstruction of railways is proceeding—in reducing grades, straightening curves, building tunnels and extending mileage.

"Coincidentally, of course, there comes the question of the means and method of traction to be used to meet the requirements of this increasing traffic. Mr. Alba B. Johnson of the Baldwin Locomotive Works presents to the MANUFACTURERS' RECORD of Baltimore some interesting facts and considerations with reference to this phase of the subject. Experience has shown that in the past at intervals of about 20 years there came revolutionary changes in railroad equipment, and we may reasonably expect a more complete transformation in the future.

"The carload capacity increased from 20,000 pounds to 40,000, to 60,000 and finally to 100,000 pounds. This involved corresponding changes in the weight of rail and in the capacity of locomotives; and now, to use the words of Mr. Johnson, 'so certain is the further development of railway science that it is unsafe for any railroad manager to count on the efficiency of the best-known appliances for a period of more than 20 years in the future.' The weight on the driving wheels of the heaviest standard freight locomotive 20 years ago was about 100,000 pounds; it is now 180,000 pounds. In the seven years from 1897 to 1904 the number of locomotives on existing lines increased from 36,080 to 44,529, or an average of 1207 annually. The total number of locomotives to provide for renewal of existing equipment, for increase of traffic and for new mileage he estimates at about 3900 annually; but the capacity of the two great locomotive works of this country is placed at 5500 a year.

"In other words, these shops, according to Mr. Johnson, will be able to supply the present domestic demand for locomotives and have a surplus of 1600 for increased annual needs and for export. So far as locomotive building is concerned, he assures the railroads that they will have no difficulties in keeping pace with traffic demands.

"Another question comes up for consideration. How far will electricity be used as a motive power? Railroad men are by no means convinced that steam is about to be replaced by electricity, except within a comparatively narrow field. They are rather convinced that for many years to come the steam locomotive will be required to move long and heavy trains in through traffic. They admit, however, the greater economy of electricity at points where extraordinary density of traffic requires frequent service. For example, the New York Central has ordered a large number of electric locomotives for its local service in and about the city of New York.

"As the MANUFACTURERS' RECORD points out, the disadvantages of an engine depending for its energy on a distant and

costly power-house stand in the way of the substitution of electricity for steam, except in limited sections where the traffic is peculiarly dense. But this obstacle is likely to be overcome at any time by the provision of a method of operating a locomotive independently of a distant power-house and at a saving of expense as compared with steam.

"The solution of the most important of the railway problems of the future, so much discussed at the recent International Railway Congress at Washington, depends therefore on the progress of mechanical science and invention."

The *News and Courier* of Charleston, S. C., quotes from Mr. Johnson's article and says:

"According to the MANUFACTURERS' RECORD there was an increase in the freight tonnage of this country during the seven years from 1890 to 1897 of about 30 per cent., and a further increase during the next seven years of about 82 per cent., while the increase in the number of locomotives during the same period was about 16 per cent. and 24 per cent., respectively. Mr. Johnson denies the proposition of our contemporary that there is an annual depreciation of 10 per cent. in the efficiency of the 44,520 locomotives now in service on existing lines, and the further proposition that about 4600 new locomotives would be required each year to maintain the present power of the railroads in undiminished efficiency, and the still further proposition that the new railroads building in the country would make an additional demand of 1200 new locomotives a year. Mr. Johnson contends that there is not an annual reduction of 10 per cent. nor of any other percentage in the efficiency of existing locomotives; that the locomotives now doing the greater volume of the work of the country have been constructed during the past 10 years, and that the combined capacity of the locomotive building works in this country is now approximately 5500 locomotives a year, 'or sufficient to renew the entire locomotive stock of the country each eight years.'

"The fact that the capacity of the existing works," says Mr. Johnson, "has been ample for supplying the country during the years of most exuberant demands and that these unprecedented demands have not resulted in exorbitant prices is the best possible proof that a proper balance now exists between demand and production, and that a further increase in the facilities of production would only result in depreciating the earnings of capital now legitimately invested in the industry of locomotive building."

"That is probably a fair view of the question from the locomotive builder's side, but what about the earnings of capital now legitimately invested in other productive industries? What about the facilities for transacting the business of the country—are they ample? Are there locomotives enough and freight cars enough to handle the products of the country with such expedition as to serve those who have their money employed in the great industries, upon the prosperity of which not only the locomotive builders and the car construction companies, but all the people of the country depends? The conditions appear to show beyond question that the facilities of the railroads are in no sense adequate to the demands of business. During the present season there has been great scarcity of equipment in this part of the country at least, and we have attributed the inability of the railroads to handle the products of our fields and factories without delay not to any disposition on their part to neglect any of their customers, but to their wholly inadequate equipment for the service required. If there be locomotives enough to do the business of the country, there are certainly not freight

cars enough or the railroads have neglected to supply our truck-growers with sufficient facilities to meet their demands.

"There has been great delay in the shipment of truck from this part of the country, and consequently great loss to those who have tilled our fields so faithfully. The story of the heavy losses sustained by the farmers in the Chadbourne region is familiar to all our readers, but the truck-growers in the Charleston district have suffered not only great annoyance, but heavy actual loss in the delayed handling of many of their shipments to Northern markets. It would be a happy issue out of their troubles if they could make between seasons an arrangement with the railroad companies handling their products for a certain number of cars, and not be dependent upon the uncertainties of the transportation situation by which they have been confronted during the present season. If they cannot get their truck to market promptly it is hardly worth raising. If they could be assured of the expeditious handling of their products next year they would be justified in increasing the acreage devoted to the vegetable crops. The development of the country appears to have been more rapid than the development of its transportation facilities, and means should be employed to increase these facilities to such an extent as to supply any demand, however extraordinary, that might be made upon them."

Looking to Fort Worth.

The Factory Club of Fort Worth, Texas, has received a letter from a Chicago concern manufacturing machinery stating that it desires to move to the South to avoid labor troubles and asking that the club send a representative to Chicago to confer about a proposition to move to Fort Worth. The factory employs 165 men, and if it moves to Fort Worth will require two acres of land upon which to erect machine shops 75x200 feet, foundry 65x150 feet, smithy 50x50 feet and a rivet and boiler shop 50x50 feet.

Coal Mines Purchased.

Messrs. T. H. Aldrich and P. B. Thomas of Birmingham have purchased from W. F. Aldrich and James L. McConaughy the Montevallo coal mines, located at Montevallo, Ala. The property consists of about 4000 acres of land and a well-equipped plant with a village for operations. The mine, which was one of the first opened in the State, has always produced a good quality of coal.

Wants Steel Tubing.

A. A. Coventry, Box 214, Maryville, Tenn., wants to correspond with manufacturers of steel tubing. He refers to tubing similar to that used for bicycle frames, but will want it in different shapes, lengths, etc.

Big Coal Tow.

The towboat Sprague of the Monongahela River Consolidated Coal Co. of Pittsburg, Pa., has reached New Orleans, La., with a tow of 50 boats, carrying in the aggregate 50,000 tons of Pennsylvania coal.

Wants Rice Samples and Prices.

The Charles R. Rife Company, Box 950, St. Louis, Mo., wants to correspond with extensive producers and sellers of rice. It wants samples of the cheapest grades, broken, etc.; also prices for same in quantities.

Pig Lead Wanted.

The Alexandria Iron Works, McGill Building, Washington, D. C., informs the MANUFACTURERS' RECORD that it wants to buy from 6 to 10 tons of scrap or pig lead to use in the manufacture of sash weights.

WORLD'S COTTON CONDITIONS.

Views of President Oliver Based on Investigations in Europe.

President Charles K. Oliver of the United States Cotton Duck Corporation and the Mt. Vernon-Woodberry Cotton Duck Co. has just returned to Baltimore after an absence of several months in England and on the Continent investigating cotton conditions. In an interview with the MANUFACTURERS' RECORD Mr. Oliver said:

"I found business excellent in England, although not quite so good in France, where the country is much disturbed by possible results of the Japanese and Russian war. But I was able to establish a number of new connections for our companies that will greatly increase our business, and we have enough orders on hand and in sight to keep our mills running for an indefinite period. One of the consequences of this is that I am preparing to start up a couple of mills which have been shut down for some time.

"In Lancashire, England, I found 34 new mills, with about 8,000,000 spindles, in course of building. They are principally yarn mills; some few are weaving mills, but not many. A good deal of new capital is going into them, and those who are responsible for their erection are mostly architects and material men, and a large overproduction is expected. It is the policy of the wise ones over there not to buy yarns ahead because they anticipate a drop in the price. The weavers are not buying beyond what they consider good judgment, but they are selling all the goods they can. Some are sold ahead for nine months and some for 1907 delivery.

"Englishmen are pretty well supplied with cotton, but if they understood the situation over here they would be scared. They don't comprehend our cotton-growers' association. But the demand from Europe for our cotton is going to drop off and leave the American spinners in a very strong position.

"The outlook for the cotton-goods business generally is very good," said Mr. Oliver, "but I do not think it would be well to build any more mills in the South at present and thus make the mistake which is being made in Lancashire. What we require is more outlets for our goods. This country is yet away behind England in its foreign connections. Why our own goods (cotton ducks) are sold in South America, not direct, but first to a man in Liverpool or Manchester, and then to South America. Those in the business in England have men in their offices who can speak three or four languages. They get down to their trade and serve it as it needs to be served; that is what we in America must do to enlarge our outlets.

"It is all wrong to think that Englishmen are not progressive. They have the business arranged and conducted scientifically, and there is not one of them who will hesitate to throw out one machine for a better one, even if the older machine is only half worn out. What they are after is the very best. But I was somewhat surprised to discover that their cost of production is little if any lower than ours, but in the matter of economies outside of their mills they are very expert; that is where they make their money. But in some items of manufacturing they were not as low as we are, and in many cases not as low as in our Southern mills.

"Business is transacted rapidly. On the Manchester Cotton Exchange I saw 5000 men trading at one time, but they all got through in 30 minutes, and the results of the trading were immediately telegraphed all over the world. The maximum number trading on the Exchange has been

6000, the people being so close together that you could have walked on their heads. The main topic of conversation with the members of the Exchange as I walked among them was deliveries.

"While in Manchester," continued Mr. Oliver, "I was invited by Mr. C. W. Macnam, president of the International Congress of Representatives of Master Cotton Spinners and Manufacturers, which met there June 5 to 9, inclusive, to remain and attend it as a representative from the United States, but I had no authority to act as such representative, although I am a member of both the New England Cotton Manufacturers' Association and the Southern Cotton Manufacturers' Association, and I was compelled to decline the honor. However, I cabled to America for authority to attend the congress, but did not receive a reply before I left the city. This congress considered the question of protection against corners of raw material in America, the establishment of new fields for the cultivation and raising of cotton, concert of action for the curtailment of production when necessary, and for dealing with matters pertaining to labor and other subjects."

Mr. Oliver also said that while abroad he visited London, Liverpool, Manchester, Brussels and Paris. As a result of his observations there he looked for an enormous development of the cotton-goods business in this country within the next few years. Manufacturers here possess many advantages over their foreign competitors, including the raw material right at hand and the ability to obtain more accurate information concerning cotton crops. As for his own companies, he looks for constantly increasing prosperity, now that the success of the consolidation plan is assured.

Iron and Steel Market.

The *Iron Age* of June 15 says:

"Nothing has occurred during the past week to materially change the attitude of buyers and sellers in the iron trade as a whole. The larger consumers of raw materials seem to be well covered for some time to come, and the producers show little disposition to force material on an unwilling market, particularly since they have contracts to take care of their output for months. Still, the market is in buyers' favor in pig-iron, and prices are slowly receding. Sentiment, which rules the situation today, is swayed by the belief that production is slightly in excess of requirements and that we have a quiet period before us, during which the level must be found at which buyers will take hold with the usual rush.

"Pig-iron has receded to \$12 for No. 2 foundry at Birmingham, and there are reports of concessions below that figure. Northern irons have declined correspondingly, but there has been very little business done.

"Steel billets are easier in the leading markets.

"In the steel-rail trade the most interesting fact is the admission that the Republic Company has taken orders for about 20,000 tons, and that negotiations for further tonnage are pending. It is reported that the rolling of rails will begin at the Youngstown mill in July. The event is not one which particularly affects the situation for this year, but it brings up some perplexing problems for the future.

"The activity in structural material continues. The largest order taken dur-

ing the week is 6000 tons for the Deep-water system of Virginia. Chicago notes some fair building contracts, and a lot of good work is coming up in nearly all the leading cities.

"The plate mills are active, and there is prospect of some additional round lots coming up for additional lake vessels. Car orders, too, are being received by builders, which will keep them busy.

"In the lighter lines the settlement effected between the Amalgamated Association and the Republic Company indicates that there is little prospect of labor troubles in the iron branch.

"The export trade is being pushed more vigorously. Among the orders placed recently are a lot of 3000 tons of sheet bars and some good lots of girder rails. The export wire trade continues to be active."

Sloss-Sheffield Quarterly Report.

The statement of earnings of the Sloss-Sheffield Steel & Iron Co. for the quarter ended May 31, with comparisons with those in the corresponding period a year ago, show as follow:

	1905.	1904.	Increase.
Profit from operations.....	\$428,485	\$278,485	\$150,000
Interest & taxes.....	\$60,000	\$60,000
Balance.....	\$368,485	\$218,485	\$150,000
Div. pref. stock.....	114,000	114,000
Surplus.....	\$254,485	\$104,485	\$150,000
Actual surplus on March 1.....	2,475,245	2,344,261	130,984
Sur. to June 1.....	\$2,729,730	\$2,448,746	\$280,984
* Three months' interest on bonds, \$52,500; three months' proportion of taxes, \$7500.			

The company declared the regular quarterly dividend on the preferred stock.

The Birmingham (Ala.) Board of Trade has elected Messrs. John L. Parker, president; C. C. Heidt, J. T. Collins, J. E. Shelby, J. H. McCary, W. F. Stephenson, vice-presidents; John W. O'Neill, treasurer; Roy McCullough, secretary, and John W. Tomlinson, attorney.

Messrs. John A. Patten and C. W. Holbrook of Chattanooga, Tenn., and Henry A. Skeggs of Decatur, Ala., have been appointed delegates of the Tennessee Improvement Association for the conference of all the waterways improvement associations at Cincinnati June 29-30.

The Anniston (Ala.) plant of the Western Steel Car & Foundry Co. has received an order for 1000 box cars for the Atlantic Coast Line. This follows orders recently received for 1500 cars. The plant now has on its books orders for 3500 cars.

The Charlotte Cotton Exchange and Board of Trade, with a capital stock of \$25,000, was incorporated last week by Messrs. J. J. Adams, R. M. Miller, Jr., O. P. Heath, H. H. Ore, R. A. Lee and C. B. Bryant, all of Charlotte, N. C.

A special committee of the Chamber of Commerce of Nashville, Tenn., has recommended to the board of directors of that body the raising of \$100,000 for the purpose of inducing industries to locate in that city.

The Atlanta Chamber of Commerce, through Secretary W. G. Cooper, has invited similar bodies of the State to unite with it in forming a State association of commercial bodies.

The Greenville (Texas) Commercial Club has been organized with Messrs. J. B. Murphy, president; E. W. Harrison, vice-president, and W. L. Beckham, treasurer.

Real-estate dealers of Waco, Texas, have organized a local exchange, and will advertise the city.

The value of real estate at Lynchburg, Va., shows a gain of \$884,489 over that of last year.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Investigating for Mill Locations.

The New England capitalists previously referred to as contemplating the erection of five cotton mills in Texas are now in that State investigating locations on the Southern Pacific Railway. Their plans involve the organization of five corporations, each to be capitalized at \$250,000, and local investors will be asked to subscribe to a certain portion of the amount. Each mill is contemplated to have an equipment of 10,000 spindles and 300 looms. As previously stated by the MANUFACTURERS' RECORD, the Southern Pacific Railway is encouraging this movement, and some time ago appointed Col. S. G. Grimshaw of Houston, Texas, to negotiate with the capitalists for these mills. The visiting party consists of Joseph W. Bailey of the Fall River Textile Schools, Fall River, Mass.; J. T. Lincoln of Kilburn, Lincoln & Co., builders of textile machinery, Fall River; C. H. Sears, mill-building contractor, Fall River; O. A. Robbins, Southern agent for the best-known New England machinery makers, and M. A. Holland, cotton-mill owner, Fall River.

Rebuilding Cleveland Woolen Mills.

The Cleveland (Tenn.) Woolen Mills has begun the reconstruction of its plant, a considerable portion of which was damaged by fire, as noted last week. The company's new building will be four stories high, 60x300 feet, and when completed the entire plant will have a total of 6000 spindles, 125 looms and eight sets of cards for the production of cassimeres. About 5000 yards of cloth will be made every day, and this will be manufactured into trousers by the company, about 2500 pairs daily to be the output. About 400 persons are employed now, and about 350 more will be employed when the new plant is completed. Inside of 90 days the rebuilding work is expected to be completed. Contracts for the new machinery will not be awarded until August. L. W. Slaughter of the company is in charge of construction work, and is employing the operatives of the mill wherever possible, nearly all of them being at present engaged.

The German-American Co.'s Plant.

Arrangements are being made for the immediate beginning of the construction work on the German-American Company's plant near Spray, N. C., which was recently noted at some length. The main building will be erected one story, arranged for doubling later on. Contracts have been awarded for the cotton machinery and for a portion of the other equipment. Bricks have been ordered from the J. S. Patterson Brick Co. of Spray, and cement will be purchased in the open market. A 500 to 600-horse-power engine with boilers will be wanted by Messrs. Lockwood, Greene & Co. of Boston, Mass., and Greenville, S. C., the engineers in charge. The German-American Company will install 12,000 spindles and 360 looms as its initial equipment. Its capital stock is \$500,000.

To Enlarge Finishing Mill.

The Coulter & Lowry Company contemplates greatly increasing the capacity of

its cotton-goods finishing mill at Greensboro, N. C., by the erection of another building and the installation of new machinery. This company has been transacting a large business since its establishment two years ago. It doubled its plant a year ago, and since then has handled 150,000,000 yards of piece goods, this product being shipped to all parts of the world. During the past year the plant's freight expenditures have amounted to \$60,000. The Coulter & Lowry Company formerly operated a finishing mill at Philadelphia, Pa., but consolidated that plant with its Greensboro branch. It has offices at 931 Chestnut street, Philadelphia.

The Emporia Cotton Mills.

The Emporia Cotton Mills of Emporia, Va., has awarded contract to the Lowell Machine Shops of Lowell, Mass., for the machinery to be installed in the mill. This will consist of 3000 spindles and accompanying apparatus for the production of skein carpet warps, wrapping twines, ropes and other coarse yarns, daily output to be 3000 pounds. Construction work is now in progress, and the company expects to begin manufacturing in October. W. N. Brown is general manager and superintendent. This is the company referred to last week. Its capital stock is \$60,000, not \$50,000, as was stated.

Progress on Acworth Mill.

Steady progress is being made with the erection of the Acworth Cotton Manufacturing Co.'s main building at Acworth, Ga., in which will be installed 5000 spindles, as previously stated. The company is now considering the installation of electrical machinery for driving its textile equipment, and the Etowah Power Co. has made a proposition to furnish the electricity from its power plant. A. F. Walker, Austell Building, Atlanta, Ga., is the engineer in charge.

A \$20,000 Improvement.

The Park Woolen Mills of Rossville, Ga., is erecting a brick addition 35x185 feet in size, which will be equipped with twisting and beaming machinery. This equipment prepares the woolen warps for the weaving department, and will enable the company to increase its output by probably 20 per cent. About \$20,000 is being expended for the betterments.

Cotton Bags Wanted.

The Barataria Canning Co. of Biloxi, Miss., writes the MANUFACTURERS' RECORD that it wants to buy cotton bags. Samples and prices are invited on 33x40 cut size bags strong enough to hold 100 pounds.

Wants a Fiberizing Machine.

The Charles R. Rife Company, Box 950, St. Louis, Mo., wants a cheap, light, portable machine for transforming flax straw into flax tow or fiber.

Textile Notes.

The Farmers' Manufacturing Co. will be organized at Ridge Academy, North Carolina, for the purpose of building a cotton-yarn mill.

The Henrietta Mills of Henrietta, N. C., is now receiving the machinery for its new 1000-horse-power steam-power plant, and the installation has begun.

A company will be organized, with capital stock of \$35,000, to establish a cotton knitting mill at Cleveland, Tenn. Contract for erection of building has been awarded.

The Proximity Manufacturing Co. of Greensboro, N. C., has filed an amendment to its charter, increasing capital stock from \$200,000 to \$500,000. This company recently completed its additional

plant, the White Oak Cotton Mills, equipped with 60,000 spindles and 2000 looms for the production of indigo-blue denims. Its new plant was fully described and illustrated in the MANUFACTURERS' RECORD of May 18.

The Dalton Knitting Mills of Dalton, Ga., has been organized, with a capital stock of \$10,000, by Messrs. W. C. Martin, W. M. Jones and T. R. Jones, to establish a plant for the manufacture of knit goods.

Messrs. William Harris, John Woodward, G. B. Townsend and Sam D. Rude of Mangum, O. T., have incorporated the Farmers' Cotton Mill Co., with capital stock of \$100,000, for manufacturing cotton goods.

The Oriental Textile Mills of Houston, Texas, informs the MANUFACTURERS' RECORD that there is no truth whatever in the reports current that it will double its plant or enlarge to any extent for the present. The company manufactures press cloth from camels' hair.

The Woodstock Cotton Mills of Anniston, Ala., has completed the 50x100-foot addition it has had in course of erection. Some 175 looms are being installed in this new structure, and the product will be jamask and towels. Several thousand spindles are also to be installed in connection with the improvements, and the company will have a total of 10,000 spindles, all producing yarns for consumption of the looms. Reference was made to these betterments several months ago.

QUOTATIONS OF COTTON YARNS.

By Paulson, Linkerum & Co., New York, Philadelphia and Chicago. June 13.

No. 10s-1 and 12s-1 warps.....	15 @ 15 1/2
No. 14s-1 warps.....	15 1/2 @ 16
No. 16s-1 warps.....	16 @ 16 1/2
No. 20s-1 warps.....	16 1/2 @ 17
No. 22s-1 warps.....	17 @ 17 1/2
No. 26s-1 warps.....	17 1/2 @ 18
No. 6s to 10s yarn.....	14 1/2 @ 15
No. 12s-1.....	15 @ 15 1/2
No. 14s-1.....	15 1/2 @ 16
No. 16s-1.....	16 @ 16 1/2
No. 20s-1.....	16 1/2 @ 17
No. 22s-1.....	17 @ 17 1/2
No. 26s-1.....	17 1/2 @ 18
No. 8s-2 ply soft yarn.....	15 1/2 @ 16
No. 10s-2 ply soft yarn.....	16 @ 16 1/2
No. 8s-2 ply hard.....	15 @ 15 1/2
No. 10s-2 ply hard.....	15 1/2 @ 16 1/2
No. 12s-2 ply.....	16 @ 16 1/2
No. 14s-2 ply.....	16 1/2 @ 17
No. 16s-2 ply.....	17 @ 17 1/2
No. 20s-2 ply.....	18 @ 18 1/2
No. 24s-2 ply.....	18 1/2 @ 19
No. 26s-2 ply.....	19 @ 19 1/2
No. 30s-2 ply yarn.....	20 @ 20 1/2
No. 40s-2 ply.....	25 @ 25 1/2
No. 8s-3, 4 and 5 ply.....	15 @ 15 1/2
No. 20s-2 ply chain warps.....	18 @ 18 1/2
No. 24s-2 ply chain warps.....	19 @ 19 1/2
No. 28s-2 ply chain warps.....	19 1/2 @ 20
No. 30s-2 ply chain warps.....	20 @ 20 1/2
No. 16s-3 ply.....	17 @ 17 1/2
No. 20s-3 ply.....	18 @ 18 1/2
No. 26s-3 ply.....	19 @ 19 1/2

Cottonseed Notes.

The Texas Cottonseed Crushers' Association will hold its eleventh annual meeting at Galveston June 20, 21 and 22.

Cotton-oil mill men of interior points in Louisiana are arranging to establish at New Orleans a bureau of publicity to keep the manufacturers promptly informed of developments in the markets.

The Oil Mill Superintendents' Association, in session last week at Memphis, elected Messrs. H. J. B. Thiessen, Sherman, Texas, president; M. R. Flaherty, Memphis, vice-president for Tennessee; S. J. Duke, Pittsburg, vice-president for Texas; T. J. McNulty, Brooklyn, Miss., vice-president for Mississippi; T. J. Wolfe, Oklahoma City, O. T., vice-president for Oklahoma and Indian Territory; H. B. Wilson, Fort Smith, vice-president for Arkansas, and M. B. Wilson, Lockhart, Texas, secretary and treasurer. The next convention will be held at Dallas, Texas.

It is announced that the 1906 convention of the American Society of Mechanical Engineers will be held at Chattanooga, Tenn.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

FARMVILLE & POWHATAN.

A Narrow-Gauge Line in Virginia Which May Become Important.

The Farmville & Powhatan Railroad, sold under foreclosure proceedings at Richmond, Va., on June 7, was purchased by Henry R. Miller, William M. Habliston and associates for \$125,000, subject to confirmation by the court. The railroad extends from Farmville, Va., to Bermuda Hundreds, 89 miles, and while it is only a narrow-gauge line, its charter is valuable, as it conveys the right to build and operate extensions not exceeding 50 miles in length, besides the right to build across Virginia, starting at Farmville, to any point on the boundary lines of Kentucky and Tennessee. The road was chartered in 1844, and years ago handled considerable coal from mines on its line. There is a small branch of three miles from Coalboro to Winterpock, which makes the total track of the road 92 miles.

It has for some time been rumored that the Farmville & Powhatan Railroad, being an east and west line, would be absorbed and used by some new company projecting a line from the Virginia or Kentucky coal fields to the Chesapeake Bay, and it is now said that the purchasers of the property have extension plans in view, although pending confirmation of the sale they decline to state what they will do with it. Bermuda Hundreds, the eastern terminus, is on the James river, about 20 miles below Richmond.

Mr. Habliston, who was represented by Mr. Miller in the deal, is president of the National Bank of Virginia.

TIDEWATER'S TERMINALS.

Extensive Plans for Piers and Docks At and Near Norfolk.

The plans of the Tidewater Railway Co. for terminals at Norfolk, Va., according to a report from that city, propose not only a big coal terminal at Sewall's Point, but another terminal on the Portsmouth side of the river at the intersection of Paradise creek and the Southern branch. The company will provide there a wharf and dock 800 feet long, besides three piers 75 feet wide, with intervening docks 150 feet wide and 700 feet long. The water frontage of these terminals will be about 600 feet, and they will occupy about 40 acres of land, where there will be built terminal tracks, warehouses and other facilities.

The contractors have already begun construction of the company's line westward, starting work at Suffolk, Va. Supervision of this and of the terminals rests with the general manager, Mr. Raymond DuPuy, Haddington Building, Norfolk, Va.

A later report quotes Mr. DuPuy as saying that the terminals on the Portsmouth side will be temporary, but that they are to be used by the company until the larger terminals at Sewall's Point and the bridges necessary to reach the latter can be constructed.

Augusta to the Gulf.

Mr. B. F. Holzendorff, superintendent of the Douglas, Augusta & Gulf Railway, writes from Douglas, Ga., to the MANUFACTURERS' RECORD confirming the report that the Ocilla, Pinebloom & Valdosta Railway has been consolidated with his company under the name of the Douglas, Augusta & Gulf.

It is intended to soon extend the road northward towards Augusta, crossing the Southern Railway and the Seaboard Air Line near or at Helena, Ga. The extension

from the Southern terminus at Nashville, Ga., has not yet been fully decided upon, but the company expects to make some connection that will reach the Gulf. The line north will pass through one of the best farming sections in Georgia, and the projected line south also covers one of the best farming and timber sections of Georgia and Florida.

The present stockholders are John McLean, B. Peterson, J. M. Ashley, Quincy & McDonald and others of Douglas, with A. Sessoms, J. E. Wadley, G. W. Deen, J. S. Bailey and others of Waycross, Ga.

Kentucky Midland.

Mr. Edwin C. Ruff, treasurer of the Wheatcroft Coal & Mining Co., Wheatcroft, Ky., writes the MANUFACTURERS' RECORD as follows:

"Mr. Irving H. Wheatcroft, the constructor of the Kentucky Western Railroad through Webster county, Kentucky, has today commenced the construction of a new line of standard-gauge railroad from Wheatcroft, Ky., to Providence, Ky., which runs through the finest undeveloped coal field in Western Kentucky, and which promises to be the largest coal-carrying road for its mileage in this section of the country. Mr. Wheatcroft and a corps of competent engineers are now making the final location of the road, and are open and ready to receive bids for the construction work and grading. The head offices of this new line will be at Wheatcroft, Ky., and the name of the new railway is the Kentucky Midland Railroad."

The length of this line will be about seven miles.

Houston to Alexandria.

According to reports from Houston, the route of the proposed Houston, Beaumont & Red River Railway, in which Edward Kennedy and others are interested, will be about 200 miles long. The line selected is from Houston to Humble, thence crossing the Perry river about 16 miles north of Liberty, and from there to Batson and Sour Lake, Texas, after which it will cross the Sabine river and go to Leesville and Alexandria, La. It will traverse a fertile country, which also contains large amounts of fine timber. The territory through which the road will run is now without railroad facilities, and it is said promises heavy tonnage in the future. It is further said that the backers of the road contemplate extending it to Natchez, Miss., including Vicksburg. Rights of way have been secured and contracts are soon to be let.

Mr. Burch on Rate-Making.

A copy of an address on the rate-making question delivered by Charles N. Burch, general solicitor of the Yazoo & Mississippi Valley Railroad Co., has been received by the MANUFACTURERS' RECORD. This address was made at a banquet of the Mississippi Press Association, which recently met at Greenville, Miss., and Mr. Burch's argument was to the effect that the present interstate commerce law as amended by the Elkins act and the expedition act will, if properly and vigorously enforced, prove capable of rectifying all the matters concerning which complaint is made; also that the conferring of the rate-making power upon the interstate commerce commission would not strengthen the present law, but that it would be legislation dangerous in the highest degree to the prosperity of the Southern people.

Hannibal & Kirksville.

Mr. J. M. McCall writes from Kirksville, Mo., to the MANUFACTURERS' RECORD that it is proposed to build a railroad to be operated by either electricity or steam from Hannibal, Mo., to Kirksville, about 80 miles. The line will be known

as the Hannibal & Kirksville Railroad, and for almost the entire distance will traverse a nice prairie country now remote from railroad facilities. This country is in a high state of cultivation along the line, the soil is very productive and the region is thickly settled. One of the objects of the railroad is to connect the main line of the Wabash system at Hannibal with the Des Moines branch at Kirksville. This proposed line can be easily constructed, and those interested expect to perfect an organization this month.

Now Nearing Completion.

The Mobile, Jackson & Kansas City Railroad will, it is reported, soon have its line completed all the way from Mobile, Ala., to Middleton, Tenn. The road is now in operation north from Mobile as far as Newton, Miss., and from Middleton, Tenn., as far south as Houston, Miss. The line is completed north of Newton as far as Decatur, and tracklaying is under way north of Union and also north of Ackerman. As soon as this is completed tracklaying will begin near Noxapater, which is between Union and Ackerman. Only about 30 miles remain to be finished, and when that is done the road will be put in operation for the entire distance. It is also proposed to extend northward from Middleton to Bolivar, Tenn.

Two Kentucky Railroads.

The Intermountain Railroad Co. of Boyd county, Kentucky, has been incorporated to build a line 14 miles long from a point in Martin county to Pigeon Roost, on Wolf creek. The incorporators are John F. Hager and M. F. Fleming of Ashland, Ky., and E. C. Lyon of Caldwell, N. J.

Mr. Lyon is also one of the incorporators of the Clear Valley Railroad Co., also a new corporation of Boyd county, which proposes to build a line five and one-half miles long from Tug Fork to the mouth of Peter creek, in Pike county. The other incorporators are Charles Stillman and G. R. Heffley of Huntington, W. Va.

Memphis & Pensacola.

A report from Jackson, Miss., says that a charter has been granted to the Memphis & Pensacola Railroad Co., which proposes to build a line from Memphis, Tenn., via Meridian, Miss., to Pensacola, Fla. This, it is said, is the sixth charter granted by the State of Mississippi for a railroad from Memphis to Pensacola, and there is no line yet. The incorporators of this new company are Elmer T. Haines, William C. Roberts, George A. Scott and H. I. Willey of New York city, and F. Floyd Woodworth of Kinderhook, N. Y. They are reported as saying that they will complete the line within two years.

Narrow-Gauge Lumber Line.

Mr. M. H. Garland, C. E., writes from Lynchburg, Va., to the MANUFACTURERS' RECORD confirming the report that he has made a survey for a narrow-gauge railroad. The line runs from Crystal Hill Station, on the Lynchburg & Durham division of the Norfolk & Western Railway, into timber lands leased and owned by the Munro Lumber Co. Two or three miles of this line have been in operation for more than a year, and Mr. Garland's work is to extend it. The line is built and operated entirely by the lumber company for logging purposes. The mill is at Crystal Hill Station.

Sylvania & Savannah River.

The Sylvania & Savannah River Railroad has been granted a charter in Georgia, and, according to a dispatch from Sylvania, Ga., construction is to begin immediately on the line, to run from there

20 miles to a point on the river between Hudson's Ferry and Poor Robin Landing. The incorporators are P. A. Mock, L. H. Hilton Company, H. S. White, J. W. Overstreet, A. S. Anderson, H. A. J. Boykin, J. A. Enneis, R. L. Smith, T. A. Mock, J. R. Wells, G. M. Overstreet, Jack C. Reddick, J. J. Morel and W. I. Cooper.

A Louisiana Lumber Road.

The Zachary & Northeastern Railway Co. has filed its charter at Baton Rouge, La., to build a line from the Millican Lumber Mill near Pride to Zachary, about 12 miles. The road will connect with the Yazoo & Mississippi Valley, and the incorporators are A. L. Tucker, E. F. Tucker, W. Y. Millican, T. W. Millican, John H. Millican, Joseph Millican and John H. Tucker. W. Y. Millican is president; Thomas W. Millican, vice-president; and John H. Millican, secretary and treasurer.

Will Purchase Cars.

The United Railways & Electric Co. of Baltimore proposes to issue \$1,000,000 of 5 per cent. car trust certificates to purchase a large number of new electric cars for use both on its city and suburban lines. The suburban cars will be double-trucked and almost as large as standard steam railroad cars. They will be of high speed. Plans and specifications have been prepared and bids are requested.

Illinois Central Cut-Off

A recent report from Kentucky said that engineers for the Illinois Central Railroad were surveying for a line from Mayfield to Gilbertsville, Ky., about 25 miles, to build a cut-off. The construction of a line between those points would make a short connection for two divisions of the Illinois Central and would enable it to make a new route for traffic between Louisville and New Orleans.

Hopkinsville Belt Line.

The Hopkinsville Belt Line Railway Co. of Hopkinsville, Ky., has been incorporated to build a line not more than four miles long to connect with the Tennessee Central and the Illinois Central railroads and the Louisville & Nashville Railroad. The incorporators are H. M. Dalton, W. R. Wicks, L. H. Cravens, M. O. Mason, J. B. Jackson, J. M. Renshaw and J. B. Russell.

Railroad Notes.

Mr. Jeff N. Miller, vice-president and general manager of the St. Louis, Brownsville & Mexico Railway, in a letter from Kingsville, Texas, to the MANUFACTURERS' RECORD denies a press report that the company would build an extension from Brownsville, Texas, to Tampico, Mexico. He says that such an extension has not been considered at all.

The promoters of the proposed Virginia & Carolina Coast Railroad, according to a report from Norfolk, Va., are negotiating to buy the Norfolk & Southern Railroad. This tends to confirm previous reports that no road would be built to parallel the Norfolk & Southern, but that the latter would be absorbed and extended to carry out the plans of the Virginia & Carolina Coast Railroad for developing timber lands in North Carolina.

The Seaboard Air Line announces the appointment of J. McF. Williams as traveling freight agent, with headquarters at Jacksonville, Fla. He succeeds Willis Calloway, resigned to engage in another business. Announcement is made also of the appointment of Frederick J. Cooke as commercial agent of the Seaboard Dispatch at 360 Washington street, Boston, Mass., succeeding W. C. Sherman, resigned to engage in another business.

FOREIGN TRADE**SELLING ABROAD.****Suggestions for Manufacturers From Consul-General Skinner.**

Discussing methods of selling American manufactures abroad, United States Consul-General Robert P. Skinner, Marseille, France, says:

"The 'central selling agency method' of expanding the foreign market for American goods, concerning which my views are solicited by a correspondent, conveys no very clear impression of what my correspondent has in mind. There can be, of course, no royal road to new markets opened to American manufacturers, because these manufacturers are the most progressive in the world. There have been fewer discoveries made in regard to the merchandizing of goods than in almost any other line of endeavor. As to American manufacturers, their facilities as producers have undoubtedly expanded much more rapidly than their selling organization. The American business man takes impatiently to the bothersome details of seeking customers, and this temperamental fact has given rise to various disinterested schemes of grouping samples under a single roof, providing model storerooms upon the American plan in important continental centers, and other variations of the same idea. Doubtless there is good in all of these projects, but in the long run the man who buys will seek the man who wishes to sell from an interested motive rather than the disinterested organizer of a commercial exposition.

"Raw products, such as oils, cereals, greases and similar classes of goods, find a market readily enough through foreign firms, and probably little can be done to improve upon the present state of affairs beyond surrounding our inspection certificates and other commercial guaranties with an effective control. This is not so as regards manufactured products, which must be exposed and explained to intending buyers. To find capable persons to make these explanations and to get into touch with intending buyers is the problem confronting thousands of American manufacturers today.

"In the city of Marseille, for example, and the situation in Marseille is probably typical, there is a large annual sale of American manufactured goods, consisting to a considerable extent of agricultural implements and machine tools. The persons and firms handling this business have satisfactory connections, and are comparatively few in number. It naturally follows that upon receipt of an inquiry from an unrepresented manufacturer these local representatives of the best sort are disinclined to pay any attention to otherwise satisfactory proposals, as to do so would complicate the selling problem and offend their original furnishers, who have contributed to the building up of the business. The new American firm, on the other hand, having had no experience in foreign trade, and meeting with no encouragement from the existing selling agencies, retires from the field in a large number of cases, having done no more than to engage in a laborious correspondence.

"It has seemed to me for a long time that many difficulties in regard to foreign trade would disappear if unrepresented manufacturers would organize selling companies, the stock to be apportioned among a very small number of non-competing yet allied lines of industry. A group can be easily imagined of manufacturers of plows, harvesters, thrashing machines, pumps, windmills and farm wagons, which, without great expense to individual members, might readily establish a direct selling agency under competent management in one or more foreign markets and

achieve considerable success. The idea might be extended to many other groups of industries, with the result that individual firms lacking the capital or organization to take up foreign trade independently might do so upon a satisfactory basis. My preference would be in favor of groups exceedingly limited in constituent members, and distinctly avoiding the error of undertaking to cater to every human want, and losing, in so doing, the force which follows concentrated effort. It is for this reason that I am not enthusiastic in regard to 'central selling agencies' of unlimited hospitality. There is still something to be said in favor of competition.

"No American manufacturers have had greater success in Europe than our writing-machine firms. It is my understanding that four important types are controlled by what amounts to a trust. This being true, it might be supposed that the trust would realize an economy in concentrating the local selling agencies under one roof, with one direction and one set of general expenses. This is not the case. One has but to walk down one of the principal streets of Marseille to discover every one of these machines represented in its own place of business, with its own manager, and each manager striving to secure business by his own methods, and rivaling in his operations his colleague 200 feet distant, who represents the same financial interests.

"I see no more promising field for the promoter of new enterprises than forming selling companies for small groups of American manufacturers who are in a position to bid for foreign trade. Such manufacturers could take stock in the proposed companies and apportion the profits among themselves afterwards upon an equitable basis, and with some assurance that they would be building up an individual reputation in the European market not to be taken away or destroyed, as might be the case were they to deal with foreign firms possessing only a merchant's interest in the American product."

An American chamber of commerce has been established at Naples, Italy, at 51 Via S. Brigida.

Activity at Charleston.

Mr. M. F. McSherry of Atlanta, Ga., writes to the MANUFACTURERS' RECORD as follows:

"The writer notes in your issue of May 25 your reference to the Charleston Manufacturers, Jobbers and Bankers' Association, which proposes to advertise the city of Charleston. While in Charleston recently the writer had the pleasure of meeting several of the gentlemen referred to in your write-up, and the plans of this association are progressing very rapidly, and the results will mean a great deal for their city. In addition to this, I found great activity in all lines of business in Charleston, and this splendid Southern city, with all of its great advantages, is taking on new life, and we may all expect to hear a great deal more of Charleston in the very near future."

Rebuilding a Furnace.

Messrs. White, Dixon & Co. of Mont, Ky., have leased for a term of years the old Center furnace property at Center for the purpose of manufacturing cold-blast charcoal iron. The furnace, which was last blown out in 1885, will undergo extensive repairs before it is put in blast. Among the improvements contemplated is a new hearth and in-wall, which will require a quantity of fire-brick. Two boilers 44 inches in diameter by 46 feet in length or one boiler 54 inches in diameter by 46 feet in length will also be installed.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

A New Company.

Messrs. N. B. Bradley & Sons of Bay City, Mich., have accepted from Frank and William S. Whiting the transfer of \$50,000 of stock in the Whiting Lumber Co. of Elizabethton, Tenn., closing a litigation that has been pending for some time. The business of the Whiting Lumber Co. will be terminated and the Bradley Lumber Co. incorporated with a capital stock of \$250,000 to take over the assets and continue operations. With other property, the Bradley Lumber Co. will assume control of a band mill at Elizabethton with a capacity of 60,000 feet per day and 15,000 acres of land in Carter and Johnson counties which is rich in mineral deposits and timber of various kinds. The incorporators of the new company are Nathan Bradley, Jr., E. E. Bradley, J. W. Fletcher, E. R. Baker and Geo. E. Boren. E. E. Bradley will be the president.

Hickory Handle Manufacturers.

The quarterly meeting of the National Association of Hickory Handle Manufacturers was held at Memphis, Tenn., on June 8. Beside the discussion of general trade conditions, the question of consolidating the various interests throughout the United States was discussed and favorably considered by delegates in attendance. A committee was appointed to secure options on the several industries represented, and it is believed that the combination will shortly be effected, maintaining headquarters at Memphis. The meeting adjourned to meet in Chicago, subject to the call of the president. Officers of the association are: Charles D. Gates of Louisville, Ky., president; Frank Peters, New Albany, Ind., vice-president; T. C. Clendenning, Atchison, Kan., secretary; Thomas McCulloch, Louisville, Ky., treasurer.

Naval Stores Company.

The Jacksonville Naval Stores Co., with offices at 21, 22 and 23 Blum Building, Jacksonville, Fla., has been organized at Valdosta, Ga., with a capital stock of \$300,000. This organization was formed with the idea of carrying on operations upon a mutual plan, and shippers who patronize the company will be asked to become stockholders. The present stockholders are as follows: J. G. Cranford, who will be general manager in charge of the offices at Jacksonville; E. C. Ashley, Valdosta, Ga.; E. Y. Fry, J. F. Pender, J. B. Lewis and B. G. Lastinger.

Industry at Newbern.

The lumber industry in the section of Newbern, N. C., is being constantly developed. Many lumber barges, at least five, and sometimes as many as fifteen a day, are towed into the port. The empty ones go to the country around the lower sounds and load Carolina pine for Northern markets, which they reach by way of the Dismal Swamp canal. The usually steady lumber trade of the lower sounds section was seriously interrupted by ice last winter, and special arrangements are causing the unusual activity at the present time.

Headquarters of Goodyear Interests.

Dispatches from Jackson, Miss., state that definite information has been obtained to the effect that the Goodyear lumber interests, which have acquired about 1,500,000 acres of timber lands in Mississippi, will centralize the business of that State in Jackson. Plans are now being formulated by which I. C. Enochs, whose exten-

sive lumber business has recently been consolidated with that of the Goodyears, will be the executive head.

Contract for Ties.

The Tidewater Railway Co. has contracted with W. R. Bonsall of Hamlet, N. C., for 300,000 long-leaf yellow-pine railroad ties to be delivered at the rate of 50,000 a month, the first delivery to be made in August. The ties will be used for the construction of the railroad from Norfolk, Va., west, and the number contracted for will be sufficient to build 100 miles of the road.

Resourceful Region.

Capt. James Till of the towboat Margaret, who has been engaged for 35 years in the steamboat business on the Cumberland and Tennessee rivers, is reported from Paducah, Ky., as saying that although 1,000,000 feet of lumber has been towed every month for a good many years from the timber regions along these waterways, there is no appreciable diminution of the supply.

Fireproof Products.

Manufacturers of fireproof lumber and dealers in it will be interested in a decision by the United States Circuit Court for the northern district of New York, to the effect that chemically-treated wood must pay duty at the rate of 35 per cent. ad valorem under the provision of the Dingley tariff law covering manufactures of wood.

Large Furniture Contract.

After considering bids from 48 other factories, the Panama canal commission has awarded contract to the White Furniture Co. of Mebane, N. C., W. E. White, manager, to furnish furniture for all officers' quarters and barracks for the employees engaged in directing and constructing the Panama canal.

Pensacola Builders' Exchange.

A builders' exchange has been organized at Pensacola, Fla., with A. V. Clubbs, president; C. H. Turner, vice-president; A. D. Alfred, secretary and treasurer. An office will be opened at Room No. 308, Thiesen Building.

Lumber Notes.

It is estimated that in two days last week at Savannah \$250,000 worth of spirits of turpentine and \$150,000 worth of rosin were sold.

The Sabine Tram Co. of Beaumont, Texas, shipped from Deweyville during May 3,818,730 feet of lumber, and from Juanita 1,234,000 feet.

The custom-house records of Jacksonville, Fla., show that for the first 10 days of June 5,947,000 feet of lumber have been shipped from that port.

The Reliance mill of the Kirby Lumber Co. of Beaumont, Texas, is making a specialty of export stock, and will probably send out a tow every week.

The Acme Box Co. of Chattanooga, Tenn., has placed orders for \$60,000 worth of lumber with Louisiana dealers, delivery to be made within the coming year.

The bark Leonora cleared from Galveston, Texas, with a cargo of 171,782 oak staves for Malaga, Spain. J. F. Lafont of New Orleans, La., superintended the loading of the vessel.

The Yough Manor Lumber Co. of Kendall, Md., shipped an aggregate of 180 cars of lumber during the month of May, containing 1,612,361 feet of lumber, 6500 crossties, 130 cords of bark and 210 cords of wood.

Because of its inability to handle them all at once, the Industrial Lumber Co. of

Beaumont, Texas, has been compelled to turn down orders for lumber from Northern trade centers aggregating nearly 8,000,000 feet.

The Industrial Lumber Co. of Beaumont, Texas, shipped 8,514,709 feet of lumber during May. The Kirby Lumber Co. sold 140 solid cars of lumber in addition to 750,000 feet to the local trade, while the mill of the United Lumber & Export Co., which is running on full time with orders booked far ahead, shipped 1,500,000 feet.

Much mahogany timber shipped from Belize, in British Honduras, Central America, is being received by C. C. Mengel & Co. of Louisville, Ky. The firm, having recently purchased timber lands in that country, has installed a camp and expects to cut 5,000,000 feet yearly. The shipments of logs are made to Pensacola, Fla., transferred to cars and run up to Louisville.

C. B. Wilcox of Beaumont, Texas, has chartered the steamship Saba to carry about 2,000,000 feet of lumber from Port Arthur, Texas, to Rotterdam. The cargo will consist of fine rift floorings, a quantity of prime lumber, large hewn timber and a lot of sawn timber. The bark Albatross has also been chartered by the same party to carry a cargo of mercantile lumber from Sabine, Texas, to African ports.

A \$10,000,000 Merger.

The Ingersoll-Sergeant Drill Co. and the Rand Drill Co. have been united into a new company called the Ingersoll-Rand Company. The new corporation was formed under the laws of New Jersey with a capital of \$10,000,000, of which \$5,000,000 is preferred stock and the balance common. This is a union of valuable patents and of expert engineers of large experience in this special line of work. It should be advantageous to purchaser as well as manufacturer. Improved machinery and better service will result. The factories of the two companies are located at Phillipsburg, N. J.; Easton, Pa.; Tarrytown, N. Y.; Ossining, N. Y.; Painted Post, N. Y.; 34th street, New York city, and Sherbrooke, Quebec. They will all be operated. The officers of the Ingersoll-Rand Company are as follows: President, W. L. Saunders, formerly president of the Ingersoll-Sergeant Drill Co.; first vice-president, Geo. Doubleday, formerly treasurer of the Ingersoll-Sergeant Drill Co.; vice-presidents, Jasper R. Rand, formerly president of the Rand Drill Co.; John A. McCall, president of the New York Life Insurance Co.; J. P. Grace, vice-president of W. R. Grace & Co.; Geo. R. Elder, general manager of the manufacturing department; treasurer, W. R. Grace, formerly secretary of the Ingersoll-Sergeant Drill Co.; secretary, F. A. Brainerd, formerly treasurer of the Rand Drill Co. For the present the main offices of the new company will be at 26 Cortlandt street, New York.

Deep Water for Beaumont.

United States Engineer Extell is nearing the completion of the survey for the deep-water channel connecting the Sabine channel and the Neches river. This channel runs out of Sabine lake a short distance east of Port Arthur, Texas, for a distance of about six and one-half miles and enters the Neches river just above its mouth, running as closely as practicable along the north shore of Sabine lake. Beaumont, Texas, is much interested in the completion of the channel, as it will give that city a deep-water outlet for its export lumber and oil.

During May 182,810 tons of high-grade Florida phosphate rock were shipped through Savannah, Ga., to foreign ports.

MECHANICAL

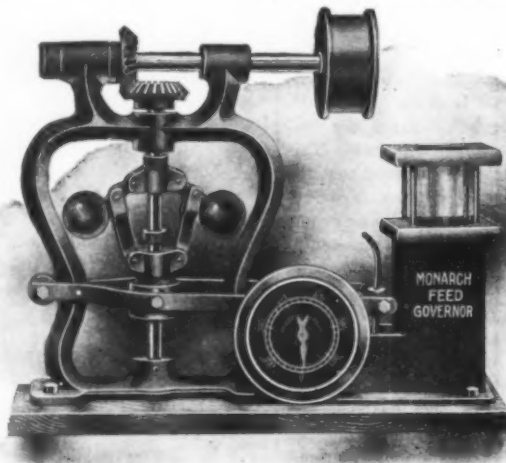
The Monarch Feed Governor.

The inventor of the Monarch Feed Governor has put into practical shape an idea that must have occurred to many millers, especially those using a power in which there was a variation in speed either by a change of the load or by the drawing down of head in water-powers, viz., that of making the amount of grain fed to the rolls or other reducing machines vary in amount to suit the reduced speed and power without requiring the constant careful attention of the miller.

The usefulness of this machine is apparent to millers, as they know that when the speed is low the bolters, reels, and, in fact, all the machines in the mill will handle less stock, and elevators are more liable not to discharge properly, so that many chokes and other difficulties are prevented by its use.

Another advantage is that by regulation of the feed the power is kept more regular, making the mill easier to control, and less regulation of power is required than is needed when a speed indicator is used.

It also is an economizer of the power.



MONARCH FEED GOVERNOR FOR FLOUR MILLS.

This governor, by suitable arrangement and adaptation of the well-known principle of steam governors, regulates the amount of grain going to the rolls by the speed of the rolls, and any decrease of this speed produces a corresponding decrease in the amount being ground. The varying amounts are indicated by the dial. The governor also is a speed indicator, and indicates the proper speed for the mill, and is valuable to use in a water mill for that purpose alone.

The operator can turn on the amount of water needed to bring the mill to the

and will keep the mill up to regular speed on a falling head of water.

It does not regulate the amount ground per hour, but it does indicate the amount suitable to the speed, and after the miller has tested how much he is grinding per hour when running at a certain speed indicated by the dial he is ever afterward certain that when the dial indicates that same speed he is grinding that same amount, so he can be sure in his calculations both as to yield and amount ground, and a little observation and experience in the use of the governor when running at

chine is tested at shops before sending it out, and the right-sized pulley is sent with each governor. In ordering, all that is necessary is to give size and speed of roll spindle.

The governor is fitted directly on the top of the roll, and only occupies 10 inches in height. It does not interfere with the use of a wheat steamer.

An accompanying illustration shows fully the appearance and style of the machine, and by comparison with the ordinary engine governor its mechanical construction is easily explained and understood.

Only a few minutes is required to install the machine.

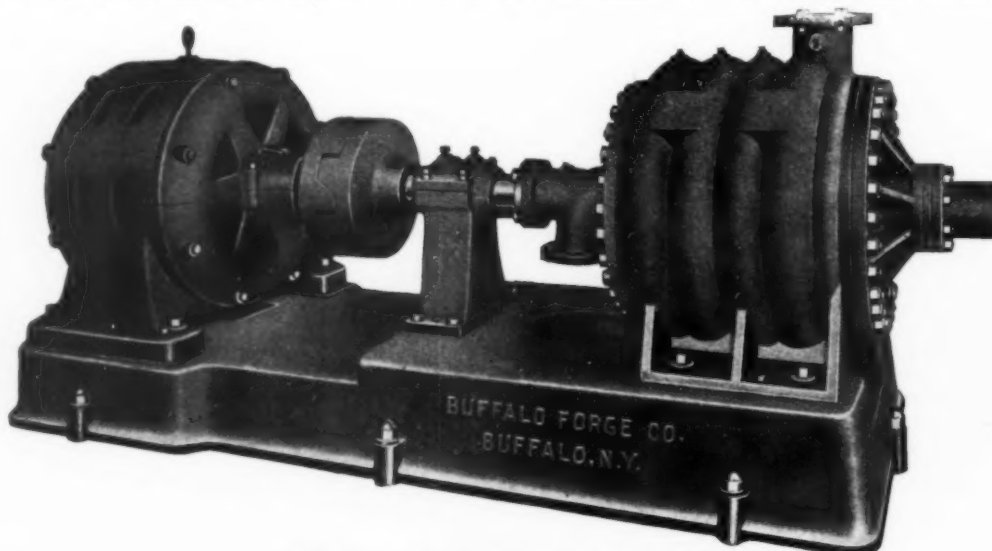
For further information address Messrs. Sprout, Waldron & Co., the Monarch mill builders, Muncy, Pa.

Centrifugal or Multistage Turbine Pump.

An accompanying illustration shows a Buffalo Forge Co. Centrifugal Multistage or Turbine Pump recently built for the Star Mining Co. of California. In common with other apparatus leaving the Buffalo plant, this set underwent a careful test for capacity and efficiency, with results highly satisfactory to the builders. Running at 800 R. P. M., this pump delivered 300 gallons of water per minute against a head of 800 feet, with an efficiency comparable with the best results obtained from reciprocating pumps.

The pumping set shown is a standard four-stage Buffalo centrifugal, direct connected through a flexible coupling with a 100-horse-power General Electric induction motor. The unit is arranged on one bedplate, and presents a most compact and substantial appearance. While, generally speaking, the centrifugal pump falls behind the direct-acting pump in efficiency when high heads are approached, the proper design of vanes and impellers in this instance have resulted in an increased efficiency, putting the multistage centrifugal on a footing with its older competitor.

One of the difficulties presented by high



CENTRIFUGAL MULTISTAGE OR TURBINE PUMP.

right speed, as indicated by the pointer on the dial, and by regulating the water accordingly secure a regular speed for his rolls, and insuring at the same time a regular flow of stock throughout the mill and getting thereby the best results from his rolls and machinery.

The governor is belted direct from the fast roll spindle of the first break pair of rolls by a belt only one inch wide, and acts promptly to any variation of its speed, cutting down the amount when the power lags and increasing it when the power is stronger.

a higher or lower speed than the one usual for his mill.

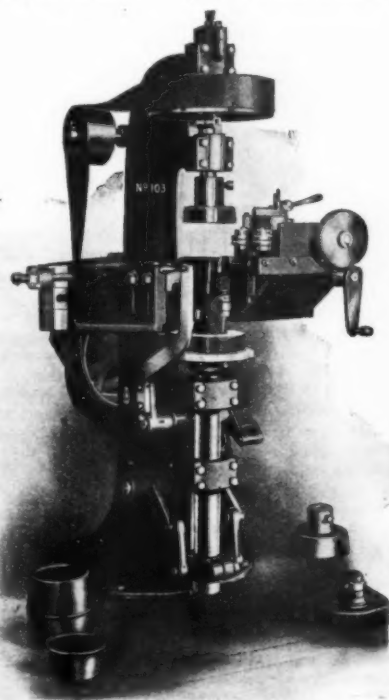
The principal use, however, of this device is to make the mill more automatic in its work, require less attention and effort on the part of the miller, and at the same time be more certain and regular in all the various productions throughout the entire system, making more even grades of flour, better finish with less power and with less care and anxiety to the operating miller.

The machine is built of good material by experienced workmen, and each ma-

lift centrifugal pumps has been the great peripheral speed required when only a single impeller is employed. This is overcome in the multistage pump by mounting a number of disks or impellers, each operating in a separate chamber, upon a single shaft and passing the water through the impeller chambers in succession. By this means the lift can be multiplied three, four and five times, while the number of revolutions is kept within such bounds that is possible to connect the pump directly to a steam engine or motor.

The centrifugal pump, to be efficient,

must be so designed that it will pick up the water from rest or from perhaps a velocity of 10 feet per second, bring it to the high velocity required by the head pumped against and then allow it to come to rest again in such a manner that during the whole operation there shall be as little internal friction, disturbance or loss by leakage and slippage as possible.



"BLISS" SPECIAL DOUBLE-SEAMING MACHINE.

The centrifugal pump derives much of its superiority from the fact that it can be driven by a high-speed engine or motor, profiting by the high efficiency of same running under its most favorable circumstances, as well as developing a maximum horse-power in a minimum of space. As will be seen by the illustration, the simplicity of construction of this style of pump renders it little liable to injury. It is especially adapted for handling gritty or abrasive materials and for pumping corrosive liquids.

Economy of floor space, low first cost, freedom from repairs are all points in favor of the centrifugal pump.

This pump was built by the Buffalo Forge Co. of Buffalo, N. Y.

"Bliss" Special Double-Seaming Machine.

Heretofore, with the exception of the work done in slow hand machines, the double-seaming together of seamless drawn shells has been confined to metals of the lighter gauges. This, however, does not take into consideration double-seaming done in a lathe where an inside steel ring is used to double-seam against. Recent requirements have called for a rapid double-seaming machine, which will handle heavier stock, and for this purpose the E. W. Bliss Company, 137 Plymouth street, Brooklyn, N. Y., has built the machine shown in the accompanying illustration.

This machine is specially adapted for double-seaming heavy round work, and will readily handle stock up to No. 19 B. W. G. It can be used for regular double-seaming operations, and by using the offset spindle work such as shown on floor of the illustration can be successfully double-seamed. In order to obtain the required amount of pressure the seaming rolls are operated by a cam geared to the controlling handle. This cam is so arranged that after the rolls have been brought up home they automatically recede. This insures absolute uniformity of work, as each seam

is subjected to the same pressure. The offset spindle is held rigid and does not revolve, though the wheel against which the pressure comes revolves continually. The article to be double-seamed is driven from the upper spindle and is rigidly supported in a deep chuck. This prevents the distortion of the work due to the severe pressure of the double-seaming rolls.

Three speeds are obtained, as there is a cone pulley on the back shaft. The machine will handle work from 5 to 12 inches in diameter up to 10 inches in height. Its weight is 2400 pounds.

"Richmond Electric" Type Induction Motors.

The large demand for electric machinery throughout the South, as well as in other sections of the country, has prompted many manufacturers to introduce their product in that territory. In the construction of induction motors it is well known that competition has been hampered for some years by the patent situation in the United States, but now the situation has changed, and a Southern builder of electrical equipment is offering a type of induction motor which is claimed to be superior to anything hitherto offered in this country. This company has followed to a considerable extent the practice in Europe where for years competition has perfected the product. The consequence is that the motors, combining excellent design and high-grade workmanship, will be found extremely satisfactory in hard service, and of high efficiency. The details in the design of these machines are very convenient, and they are well adapted to the requirements of the machine shop and factory.

By using special sheet steel of very high quality and extremely thin, the maker is able to reduce the hysteresis loss in its stators to a minimum, and by low resistance windings the heat losses of the stator windings are almost negligible. The rotors are designed with heavy imbedded copper bars, and the secondary resistance is in the end rings, where ample ventilation prevents high temperatures. Fig. 3 shows the rotor built after the new design (patent applied for), and the construction and appearance of the motor in general is shown in Fig. 1, on which application has also been made for patent. In Fig. 4 is shown the method used for accurately centering the rotor in the stator, as well as

method of taking up on the bearings to compensate for wear. The bearings are made of aluminum bronze and split, so they cannot possibly gall and stick to the shaft, and are ring-oiled. Very large oil chambers provide ample oil storage capacity, which, with overflow and drain plug, give a bearing which requires the least possible attention. The heads, as will be noted, are held on by four cap screws, and can be readily turned so as to suit the motor for floor, wall or ceiling use. The motors are equipped with malleable iron skids, so that the skids can be safely lag-screwed or bolted to the ceiling timbers and the motors swung from the skids without danger, thus giving belt-tightening adjustment when used feet up on the ceiling as well as when on the floor. The shaft is extended on both ends, so that if desired the motor can drive from either or both sides. This is particularly convenient where different speeds are desired, as shown in Fig. 5. As with the company's direct-current motors, it avoids the use of fragile porcelain or slate terminals, and brings out flexible leads through heavy rubber bushings, thus following railway practice.

The company does not recommend very slow speed induction motors, except at low cycles. With a properly-designed induction motor with liberal bearings and oil chambers and well-balanced rotors, as is the case with the "R. E." type, excellent service will be obtained in small sizes up to 1700 R. P. M., and in larger sizes up to 1150 R. P. M. The fewer the poles on a given size frame the better the efficiency, starting torque, etc. Speed should be limited only by mechanical consideration and the necessity for connection to load.

lends itself to floor, wall or ceiling use, and the rawhide pinion reduces the gear noise to such an extent as to be usually unnoticeable or certainly unobjectionable. For variable speed is recommended two step-cone pulleys of different sizes on each end, as shown in Fig. 5. This gives four speeds with one belt, and is a very economical and satisfactory solution of the speed problem. Where very slow speeds are required cones can be placed on the back-gear motor shown in Fig. 6. This placed upon the ceiling gives an excellent variable-speed motor drive for individual tools, such as lathes, drill presses, shapers, etc.

The Richmond Electric Co. of Richmond, Va., builds these motors in standard sizes, viz., 1, 2, 3, 5, 7½, 10, 15 and 20 horse-power. This in any phases, cycles and voltage. The speed is not effected by the number of phases or the voltage. It is controlled by the cycles under which the motor has to operate. At 60 cycles the 1, 2, 3, 5 and 7½ horse-power motors run at about 1700 R. P. M., and the 10, 15 and 20 horse-power run at about 1120 R. P. M. At 40 cycles all sizes, viz., 1, 2, 3, 5, 7½, 10, 15 and 20 horse-power, run at about 1120 R. P. M. At 30 cycles the 1, 2, 3, 5 and 7½ horse-power run at about 1720 R. P. M., and the 10, 15 and 20 horse-power run at about 850 R. P. M.

Any further information required can be obtained from the builder.

The St. Francis River Improvement Association will hold its annual convention at Memphis June 22, and a leading feature of the meeting will be discussion of a measure designed to strengthen con-

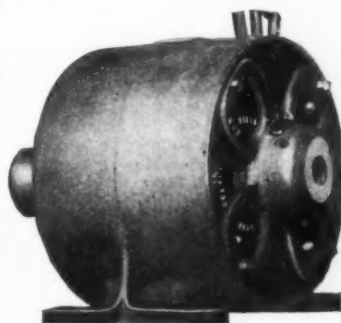


Fig. 1.

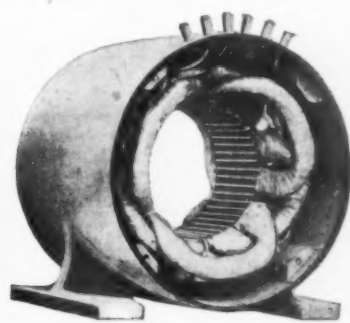


Fig. 2.

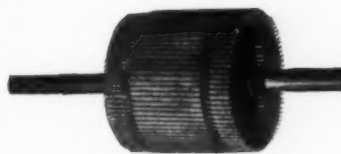


Fig. 3.

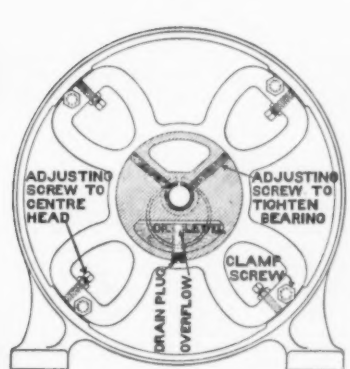


Fig. 4.

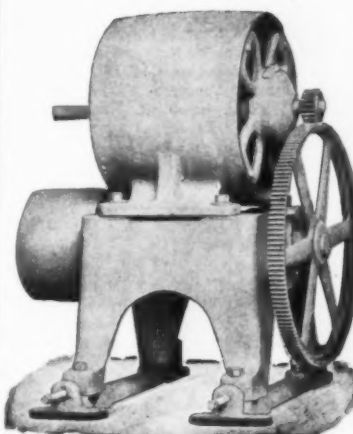


Fig. 6.



Fig. 5.

THE "RICHMOND ELECTRIC" TYPE INDUCTION MOTOR.

For slow speeds is recommended the back-gear motor, shown in Fig. 6. By this almost any desired speed can be obtained and high electrical efficiency and starting torque preserved. This back-gear motor

gressional action in behalf of the full reclamation of the St. Francis valley, embracing a territory larger than the combined areas of Connecticut and Rhode Island.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and more attention than a mere circular.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore — Apartment-house. — Francis E. Yewell, 327 St. Paul street, will erect apartment-house at southeast corner Calvert and 20th streets; three stories and basement, 46x140 feet; brick with stone trimmings; slag roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; John R. Forsythe, architect, 411 St. Paul street.

Baltimore — Dwellings. — Frank H. Phelps, 510 Fidelity Building, Charles and Lexington streets, will erect three dwellings at Walbrook (a suburb of Baltimore); two stories and attic, each 30x35 feet; frame construction on stone foundations; sanitary plumbing; heating system; John R. Forsythe, architect, 411 St. Paul street.

Baltimore — Dwelling. — Dr. Frank Martin, 1600 Cathedral street, has awarded contract to Morrow Bros., 212 Clay street, for alterations and additions to dwellings at northeast corner Cathedral and Eager streets; Mottu & White, architects, 325 North Charles street.

Baltimore — Office Building and Warehouse. — Morrow Bros., 212 Clay street; John Cowan, 106 West Madison street; J. H. Miller, 110 Dover street; Walter E. Burnham, 45 Builders' Exchange Building, 2 East Lexington street; Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets; Merritt & Co., Light and Lombard streets, and Wm. Steele & Sons, 17 West Saratoga street, are estimating on construction of office building and warehouse to be erected on Lombard, Gay and Frederick streets for the Johns Hopkins Hospital Trust Estate, Calvert Building, Fayette and St. Paul streets; five stories, 68x166 feet; brick with Indiana limestone and terracotta trimmings; steel beams and girders; cast-iron columns; first, second and third floors of office building of reinforced concrete; metal frames and sashes; vault lights; fire-escapes; sanitary plumbing; Electric wiring and fixtures, heating system

and elevators not in contract. Archer & Allen, architects, Central Savings Bank Building, 3 East Lexington street. Bids to be in June 19.

Baltimore — Office and Store Building. — The Glenn estate, John Glenn & Co., agents, 312 St. Paul street, has awarded contract to D. W. & G. H. Thomas, Vickers Building, German street near South street, for the construction of store and office building on St. Paul street near Fayette street; three stories, 54.6x73 feet; brick with marble and terracotta trimmings; reinforced-concrete construction; slag roof; vault lights; galvanized-iron skylights; terrazzo floors; fire-escape; electric wiring and fixtures; sanitary plumbing; heating system; E. H. Glidden, architect, Wilson Building, 301 North Charles street.

Baltimore — Parsonage. — The St. Paul Reformed Church, Lloyd E. Coblentz, pastor, 1314 West Mulberry street, will erect parsonage at Mulberry and Calhoun streets; three stories; stone exterior; tin and slate roof; sanitary plumbing; heating system; Sperry, York & Sawyer, architects, Calvert Building, Fayette and St. Paul streets. Henry S. Rippel, 7 Clay street, is estimating on construction.

Baltimore — Store Building. — Benjamin Rosenheim, 301 Calvert Building, Fayette and St. Paul streets, as agent for Miss S. M. Williams, Elkton, Md., has awarded contract to B. F. Bennett, 123 South Howard street, for the construction of store building at 1 North Gay street; four stories, 31x161 feet; brick with stone trimmings; steel beams; electric wiring and fixtures; sanitary plumbing; heating system; elevator; J. B. Crawford, architect, 114 South Broadway.

Baltimore — Dwellings. — Wm. J. Clendenin, 1402 North Broadway, will erect dwellings at 1404 North Broadway and 1754 to 1764 East North avenue.

Baltimore — Store Building. — John Stack & Sons, 250 West Preston street; John T. Buckley, 916 Bolton street; A. Knell, Jr., 215 St. Paul street; Henry S. Rippel, 7 Clay street; D. W. & G. H. Thomas, Vickers Building, German near South street, and A. M. Carroll, 719 Lennox street, are estimating on construction of store building to be erected on St. Paul street, near Fayette street, for H. M. Denison, J. M. Berry & Son, agents, 225 St. Paul street; four stories, 23x50 feet; brick with terracotta trimmings; steel beams; tin roof; electric wiring and fixtures; sanitary plumbing; heating system; bids to be in June 20; T. Buckler Ghequier, architect, 227 St. Paul street.

Baltimore — Dwelling. — August Pfeil, Warner and Stockholm streets, has awarded contract to C. L. Gorrell, 3011 Baker street, for the construction of dwelling at Garrison and Beech avenues; two and one-half stories, 42x50 feet; frame construction on stone foundation; sanitary plumbing; heating system; cost about \$7000.

Baltimore — Dwellings. — Burdette & Day, builders, 1710 West Lombard street, will erect six dwellings on Race near Jephson street; two stories; cost about \$5000.

Baltimore — Bank Building. — William H. Porter & Son, 505 East Forrest street, will be awarded contract for the erection of bank building to be located at Gough street and Broadway for the Provident Savings Bank, Ellaha H. Perkins, president, Howard and Saratoga streets. Structure will be one story, 27x53 feet; brick with limestone trimmings; tin roof; sanitary plumbing. Electric wiring and fixtures and heating system not in contract. Sperry, York & Sawyer, architects, Calvert Building, Fayette and St. Paul streets, prepared plans.

Baltimore — Dwellings. — Mary A. Locke, 1827 West North avenue, has commissioned Jacob F. Gerwig, 11 East Lexington street, to prepare plans and specifications for seven two-story dwellings, 14x51 feet, to cost about \$2000.

Baltimore — Dwelling. — Julius Wagner, 2126 Madison avenue, will erect dwelling on Garrison avenue near Beach avenue, Walbrook (a suburb of Baltimore), to cost \$7000.

Baltimore — Hall. — Henry J. Tinley, architect, has sent out plans for alterations to be made on church building on Barre street near Greene. The structure will be converted into a private theater and entertainment hall. Monmonier & Sorrell, James F. Farley, 207 North street; A. Knell, Jr., 215 St. Paul street, and John Hughes, Jr., 232 St. Paul street, are among the bidders. Estimates to be in June 19.

Baltimore — Hall. — James F. Farley, 207 North street, has been awarded contract for the erection of building at 608 North Eutaw street after plans and specifications by Douglas Mackintosh, architect, 11 East Pleasant street; structure to be 23x57 feet, three stories high; brick with stone trimmings; electric wiring and fixtures; steam heating; plumbing, etc.

Baltimore — Warehouse. — Henry J. Tinley, architect, has been commissioned to prepare plans and specifications for the erection of a warehouse at 312 and 314 North Holliday street for William Griesel, 1135 Valley street. Structure will have a frontage of 28 feet on a site 90 feet deep. It will be three stories high for 50 feet from the street and two stories high for the remaining portion. F. C. Smith will do the construction work.

Baltimore — Restaurant. — As the bids for the construction of restaurant building to be erected at 4 and 6 South Gay street for Henry Brehm, Belair road and Brehm's lane, were too high, plans will be revised and other bids asked for; Alfred Mason, architect, 746 West Baltimore street.

Baltimore — Theater. — Morrow Bros., 212 Clay street; W. G. O'Brien, 1619 Pennsylvania avenue; Charles Gilpin, 21 East Saratoga street, and John A. Sheridan Company, 321 North Holliday street, have been asked to submit estimates on the construction of the Metropolitan Theater to be erected on East Baltimore street. Structure will be 75x127 feet, of brick, with front of ornamental brick, stone and terracotta; containing orchestra, balcony and gallery, with seating capacity of 1800; basement to contain ladies' and gentlemen's dressing-rooms, toilets, cloak and hat rooms and large dining-room. There will also be a movable dancing floor. Charles E. Cassell & Son, architects, 411 North Charles street, prepared plans and specifications.

Baltimore — Warehouse. — It is reported that John M. Rossmus has purchased through Charles Morton, 209 St. Paul street, the dwelling properties at 715 and 717 West Lombard street, and will raze the buildings and construct a warehouse on the site. The properties have a combined frontage of 50 feet with a depth of 169 feet.

Baltimore — Cottages. — The Chas. E. Spalding Company, 213 Courtland street, has purchased through S. Lauer, Jr., 100 East Lexington street, from Druid Park Heights Land & Improvement Co. a tract of land on Park Heights avenue, between Third and Fourth avenues, 500x160 feet. It is the intention of the purchaser to erect several two-story cottages.

Baltimore — Store and Office Building. — Broderick & Wind, Calvert Building, St. Paul and Fayette streets, have been awarded contract for the erection of store and office building at 19 South Calvert street for R. Brent Keyser, 14 East Mt. Vernon Place; structure to be five stories, 18x51 feet; Indiana limestone exterior with granite base; steel-frame construction fireproofed with concrete; slag roof; vault lights; metal frames and sashes; sanitary plumbing. Lighting fixtures, electric wiring and heating systems not in contract; Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street.

Baltimore — Store Building. — Application has been made for permit to erect proposed store building at 117 North Liberty street for Bowen & King, 119 North Liberty street. Structure will be three stories, of brick, 8x14 feet; estimated cost \$2200; John Hughes, Jr., contractor, 232 St. Paul street.

Manufacturing Buildings and Other Enterprises.

Baltimore — Real Estate. — The Corner Realty Co. has been incorporated with an authorized capital stock of \$48,000 to deal in real estate by George W. Corner, Jr., 318 West Baltimore street; James C. Hiss, 312 National Marine Bank Building, Gay and Water streets; John P. Baer, all of Baltimore, Md.; Thomas Corner of New York and Otto G. Ramsay of New Haven, Conn.

Baltimore — Machine Shop. — Thomas C. Bashor & Co., engineers, contractors and machinists, 220 West Pratt street, have awarded contract to D. W. & G. H. Thomas, Vickers Building, German near South street, for the construction of shop and warehouses at 28 Light street; five stories, 25x105 feet; brick with stone trimmings; reinforced concrete frame; slag roof; metal frames and sashes; electric wiring and fixtures; sanitary plumbing; heating system; elevator. A modern-equipped machine shop and elec-

tric-generating plant will be installed; Parker & Thomas, architects, Union Trust Building, Charles and Fayette streets.

Baltimore — Pintsch-gas Plant. — The Pintsch Compressing Co., 160 Broadway, New York, has awarded contract to Samuel Prescott & Co., 700 13th street, Washington, D. C., for the construction of compressing room on Pennsylvania Railroad tracks between Maryland and North avenues; one story, 20x22 feet; brick with corrugated-iron roof; cost about \$3000.

Baltimore — Straw-hat Factory. — As all the bids submitted were too high for the construction of five-story straw-hat factory for M. S. Levy & Sons, Paca and Lombard streets, the plans will be revised and new bids obtained; Louis Levi, architect, 704 Union Trust Building, Charles and Fayette streets.

Baltimore — Navigation Company. — The Intershire Freighting Co. has been incorporated with an authorized capital stock of \$75,000 to do a general navigation business and constructing and operating steamers by Wm. A. Wheatley, 325 St. Paul street; P. Bennett Ford, R. Bennett Darnall, 408 Fidelity Building, Charles and Lexington streets, and Herbert Stempson, all of Baltimore, Md., and Harry W. Davis of Wilmington, Del.

Baltimore — Packing Plant. — Richard C. Mayo of 297 St. Paul street, George T. Bailey, Charles E. and John E. M. Sterling have incorporated the St. Mary's Packing & Manufacturing Co. with a capital stock of \$20,000.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Birmingham — Gasholder, etc. — Ford, Bacon & Davis, 24 Broad street, New York, N. Y., are engineers in charge of the construction of gasholder and other improvements reported last week to be made at the plant of the Birmingham Railway, Light & Power Co., 2104 First avenue.

Birmingham — Printing Plant, etc. — Alabama Paper & Printing Co. has been incorporated with \$15,000 capital stock to conduct a printing plant, publish the Birmingham Courier, sell paper, etc. Building at 19th street and Morris avenue has been leased for this purpose. Emil Lesser is president; Robert Trechsel, vice-president; Walter K. Trechsel, secretary; C. Bernstein, treasurer, and M. Karpeles, manager.

Blanche — Water-power-Electrical Plant. — H. T. Henderson, chief engineer of the Anlus Canal, Reservoir, Water, Power & Investment Co., Durango, Col., proposes to develop the water-power of Little river, build a dam above Blanche with a reservoir several miles in length to have a capacity of 15,000,000 gallons of water, the water to flow through a flume of brick and cement from the reservoir to power-house. It is proposed to develop about 18,000 horsepower, which will be transmitted by electricity to Gadsden, Anniston, Alabama City, Attalla and other nearby manufacturing towns. Probably from \$1,000,000 to \$1,500,000 will be expended. Neither architect nor engineer have been employed.

Dothan — Music Company. — Incorporated: H. S. Leete Music Co., with \$10,000 capital stock, by H. S. Leete, C. S. Leete and John B. Slater.

Gadsden — Silver Mines. — Kelso & Shallock are reported as prospecting for silver on the Chattanooga Southern road 25 miles from Gadsden. A shaft 62 feet deep has been sunk, and another shaft will be sunk 100 feet below the surface. As soon as this is completed the mining of silver will begin.

Gadsden — Car Works. — The Alabama Great Southern Railroad, A. Griggs, Birmingham, Ala., superintendent, has purchased at \$30,000 the plant of the Southern Car & Foundry Co., referred to last week, which will be improved and operated at present as a repair shop, but later it is proposed to turn out finished cars. New and improved machinery will be installed and the capacity will be increased.

Gadsden — Public Improvements. — City will vote July 10 on the issuance of \$100,000 of bonds for the construction of water-works, \$30,000 for sewerage system and \$30,000 for street improvements. (Election was pre-

viously reported to be held June 5.) Address The Mayor.

Jasper—Telegraph System.—It is reported that the Postal Telegraph Cable Co., main offices in New York, will begin at once the construction of the telegraph line from Jasper, Ala., to Amory, Miss.

Ozark—Water-power-Electrical Plant.—City is contemplating the construction of a 300-horse-power dam across Choctawhatchie river seven miles from the city and the erection of power plant for the transmission of said power by electricity. Plans and specifications are being prepared by Marvin McDonald, city engineer, who will also supervise the construction.*

St. Clair County—Saw-mill.—H. L. Davis & Co., 127 East 8th street, Chattanooga, Tenn., contemplates erecting a saw-mill of 20,000 feet daily capacity in St. Clair county.*

ARKANSAS.

Conway—Milling Company.—S. G. Smith, W. W. Martin, John Frauenthal and R. W. Hobins have incorporated the Anderson Milling Co.

Eureka Springs.—Zinc Mining.—Arkansas, Kansas & Texas Mine & Milling Co., previously reported incorporated with \$100,000 capital stock, will mine zinc; daily capacity 100 tons. Two buildings, one 24x50 and the other 18x36 feet, will be erected. W. H. Thompson is engineer and S. A. Williams, architect in charge, both of Maumee, Ark.*

Huntington—Ice and Cold-storage Plant.—Dixie Fruit Farm & Commission Co., L. E. Lake, manager, will erect building and equip with two to four-ton ice machine and cold-storage for fruits. This item was referred to last week.*

Mena—Lumber Company.—The Page Lumber Co. has been incorporated with \$20,000 capital stock. C. M. Harrison is president; D. T. Martin, vice-president, and T. W. Clark, secretary-treasurer.

Rogers—Cider and Vinegar Factory.—The O. L. Gregory Vinegar Co. will operate cider and vinegar factory previously reported to be established. About \$20,000 will be invested. O. L. Gregory is president of the company; H. L. Stroud, vice-president, and Lee Harris, secretary-treasurer.

Strong—Cotton Gin, Saw-mill, Electric-light Plant, etc.—W. S. Wood and W. E. Womble have organized as Wood & Womble and purchased the cotton gin and saw-mill previously owned and operated by Mr. Wood and Mr. Womble. It is proposed to install shingle machinery and build and operate electric-light plant in connection with the cotton gin and saw-mill.*

Ulm—Lumber Company.—The Bardill & Janet Lumber Co. has incorporated with \$10,000 capital stock. J. G. Bardill is president, and John A. Janet, secretary-treasurer.

DISTRICT OF COLUMBIA.

Washington—Coke and Coal Company.—Lacolle Coke & Coal Co. has been incorporated with \$300,000 capital stock by E. W. McCormick, B. E. T. Kretschmann, S. A. Terry, Geo. E. Terry, R. S. Donaldson, Geo. M. Shafer, Wm. McCune, W. T. Fenton, W. E. Lansford, Geo. T. Haben and Jas. B. Haben.

FLORIDA.

Jacksonville—Water-works Improvements. Board of Bond Trustees has decided to expend \$10,658.10 in extending water mains.

Jacksonville—Naval Stores Company.—The Jacksonville Naval Stores Co. has been organized with capital stock of \$300,000 to manufacture and deal in naval stores, operating on the mutual plan and to be composed of the leading operators in Florida and throughout the South. E. C. Ashley of Valdosta, Ga., is president; E. Y. Fry, J. F. Pender, J. B. Lewis and B. G. Lastinger are among the directors, also of Valdosta, Ga. Offices have been established at 21 Blum Block, Jacksonville; J. G. Cranford in charge.

Jacksonville—Brick Works.—Seminole Press Brick Co. has incorporated with \$30,000 capital stock to manufacture brick, tiling, etc. Raymond Cay is president, and James K. Munnerlyn, secretary-treasurer.

Jacksonville—Electric Company.—Standard Electric Co., recently organized with \$30,000 capital stock, will do a general contracting business, deal in electrical supplies, etc., at 16 Forsyth street. Wiley G. Toomer is president; C. O. Patterson, vice-president and general manager; J. S. Waterman, secretary, and H. C. Hare, treasurer.

Lakeland—Lumber Mill.—Arthur Kirkland, A. D. Hagadorn, H. J. Drane and F. A. Grether have incorporated the South Florida Lumber & Supply Co. with \$10,000 capital stock to manufacture and deal in lumber, etc.

Live Oak—Naval Stores and Saw-mills.—Thomas Dowling, R. L. Dowling of Live Oak, F. M. Dowling and the Cooney-Eckstein Lumber Co. of Jacksonville, Fla., have organized the Dowling Naval Stores & Lumber Co. to operate saw-mills, turpentine plants, etc.; capital stock \$1,000,000.

Live Oak—Railroad Repair Shops.—It is reported that the Suwanee & San Pedro Railroad will remove its shops from Alton, Fla., to Live Oak. It is also stated that the shops will be equipped for building cars as well as for general repair work; Frank Drew, president, Live Oak, Fla.

Miami—Contracting Company.—Incorporated: Miami Contracting Co., with \$10,000 capital stock, by W. W. Pront, A. S. Joyner, C. W. Tenele and H. A. Trapp.

Middleton (P. O. Moultrie)—Saw-mill.—Ieth Canfield & Sons of St. Augustine, Fla., will operate saw-mill with a daily capacity of 10,000 feet of yellow-pine lumber. Building about 20x100 feet will be erected. Machinery has been purchased. About \$5000 will be invested.*

St. Augustine—Electric-light Plant.—J. D. Lawrence of Jacksonville, Fla., is reported as having made proposition to the city to install electric-light plant and will apply for franchise.

St. Augustine—Bridge Construction.—St. John County Commissioners have authorized the drawing of specifications for bridge to be built across the San Sebastian river, connecting St. Augustine with New Augustine.

Tarpon Springs—Ice Factory.—Y. F. Fernald, it is reported, has purchased machinery and will establish ice factory.

GEORGIA.

Atlanta—Soap Factory.—Swift & Co. of Chicago, Ill., have purchased the plant of the Piedmont Oil & Refining Co., located at Wells and Hollis streets, and are installing machinery and equipment for the manufacture of laundry soap; plant to have an annual capacity of 25,000 pounds. Seth Swift, Atlanta, Ga., will be superintendent.

Atlanta—Dairy, etc.—The Pure Milk & Food Co. has been incorporated with \$15,900 capital stock by J. B. Newman, J. B. Lowe, A. N. Brown and J. Q. Nolan to deal in milk, cream and food products.

Atlanta—Artificial-stone Works.—The Southern Tile & Stone Co. has been incorporated with \$5000 capital stock by Thomas B. Meador, Jr., H. B. Laws and Walter T. Meador to manufacture artificial-stone blocks.

Augusta—Warehousing Company.—C. G. Goodrich, Thomas Barrett, Jr., W. K. Kitchin, H. H. Cumming, W. A. Latimer and William H. Barrett have incorporated the Atlantic States Warehouse Co. with \$100,000 capital stock.

Cedartown—Iron-ore Mines.—Reports state that L. S. Colyar of Chattanooga, Tenn., has purchased iron ore property near Cedartown and will begin at once developing the property. G. W. Featherstone will be in charge.

Clarksville—Woodworking Plant.—Stanley J. Stevens, Chester, Pa., is arranging for the establishment of plant to manufacture shuttles, lobbins, insulator pins, etc.*

Dalton—Knitting Mill.—The Dalton Knitting Mills has been incorporated with capital stock of \$10,000 by W. C. Martin, W. M. Jones and T. R. Jones to establish a knitting mill.

Eastman—Fertilizer Factory.—It is reported that a fertilizer factory will be established, and the Messrs. Herrman of Eastman and Sam and Julius Bashinski of Tennesse, Ga., are promoting the enterprise.

Ellijay—Planing Mill.—Shippen Bros. Lumber Co., referred to last week as to develop marble quarries near Ellijay, has purchased 20,000 acres additional timber land, which will give the company a total of 100,000 acres. It is proposed to install additional machinery in planing mill for doubling the present output.

Fitzgerald—Cottonseed-oil Mill.—The Fitzgerald Cotton Oil Co., it is reported, will expend \$10,000 in improvements to plant. C. H. Farmer is president.

Macon—Sewerage System.—City is completing arrangements for building from six to ten miles additional sanitary sewers, and bids for the work will be received until July 8; T. L. Massenbarg, city clerk.*

Macon—Milling Company.—The Neville Milling Co. has been incorporated with an authorized capital stock of \$30,000 by G. W. Meyer, S. S. Neville and R. A. Neville.

Montezuma—Cotton Compress.—The Montezuma Compress Co. is the name of company reported last week as being organized by E. B. Lewis, W. M. Lewis, W.

L. McKenzie, J. Settegast, J. E. DeVaughn and associates with \$25,000 capital stock to erect and operate a cotton compress. Machinery has been purchased.

Nashville—Bank and Office Fixtures, etc.—Nashville Variety Works, W. H. Paulk, manager, will erect plant for the manufacture of exterior and interior house, bank and office fixtures; main building to be 75x125 feet, engine-room 20x30 feet, boiler-house 20x25 feet, lumber shed 25x50 feet. About \$6000 will be invested; G. B. Ward, architect. Mr. Paulk was previously mentioned as to erect novelty works and planing mill.

Rossville—Woolen Mill.—The Park Woolen Mills is erecting a 35x185-foot brick addition which will be equipped with warp twisting and beaming machinery. About \$20,000 is being expended.

Savannah—Car Works.—E. B. Leaf, representing E. B. Leaf & Co. of Philadelphia, Pa., previously reported as having purchased the plant of the Georgia Car & Manufacturing Co., with C. B. Demming of Savannah and Roy C. Foster of Philadelphia, Pa., organize the Seaboard Car Co., with \$100,000 capital stock, to operate the plant, building, manufacturing and dealing in locomotives, cars and car and locomotive equipment.

Savannah—Saw and Planing Mill.—Reports state that J. V. Thomas of Virginia has purchased 10 acres of the Hermitage farm, located near Savannah, and will begin at once the erection of hand-saw mill with a daily capacity of 30,000 feet. It is stated that Mr. Thomas later contemplates building planing mill.

Statesboro—Buggy and Wagon Company.—Chartered: Statesboro Buggy & Wagon Co., with \$10,000 capital stock and privilege of increasing to \$50,000, by J. G. Blitch, F. E. Fields and W. H. Kennedy, to deal in buggies, wagons, etc.

KENTUCKY.

Campbellsville—Electric-light Plant.—The Campbellsville Electric Light Co. has been organized with Dr. J. L. Atkinson, president; J. R. Davis, secretary-treasurer, and R. S. Kincart, superintendent and general manager, to operate electric-light plant. It is stated the installation of water-works is being considered.

Catlettsburg—Box Factory.—The Standard Box Co. of Columbus, Miss., is reported as to establish branch plant for the manufacture of shipping cases for bottles of all kinds.

Grayson—Water-works, Electric-light Plant and Telephone System.—Reports state that Claude Wilson of Olive Hill, Ky., has secured franchise for water-works, electric-light plant and telephone system.

Hopkinsville—Sewerage System.—Hopkinsville Sewerage Co. has been incorporated with \$50,000 capital stock by R. C. Hardwick, Dr. C. B. Petrie, James West, C. S. Jackson and W. S. Harnes. Mr. Hardwick was recently reported as having purchased the sanitary-sewer franchise, 10 miles of which is to be constructed.

Lexington—Publishing.—The Lexington Herald Co. has been incorporated with \$100,000 capital stock by Desha Breckinridge, M. McI, Breckinridge, Charles I. Stewart, F. S. Read, Ernest Helm and associates to continue publishing the Lexington Herald.

Lexington—Reservoir.—Reports state that the Lexington Hydraulic & Manufacturing Co. has purchased additional site and will build another reservoir. About \$50,000 will be expended.

Louisville—Cement Company.—The United States Standard Cement Co. has been incorporated with \$1000 capital stock by Luther Boyd, Moody Boyd of Louisville and Albert Boyd of Glasgow, Ky.

Louisville—Street Paving.—The Board of Public Works will let contract June 23 for paving a number of streets with asphalt.

Louisville—Grocery Company.—The Jefferson Market & Storage Co. has been incorporated with \$60,000 capital stock by Louis G. Hicks, H. J. Lammert and A. H. Remmet.

Louisville—Real Estate.—Elvina M. Stoll, Richard C. Stoll and John G. Stoll have incorporated the R. P. Stoll Real Estate Co. with \$90,000 capital stock.

Owensboro—Sand-lime Brick Works.—Incorporated: The Owensboro Sand-lime Brick Co., with \$50,000 capital stock, by J. W. McCulloch and others.

Owensboro—Shovel and Tool Works.—The Owensboro Shovel & Tool Co. has been incorporated with \$50,000 capital stock by J. W. McCulloch, Samuel Higginbotham, D. C. Ice and associates.

Sturgis—Coal Mines, Elevators, etc.—The North American Company of New York city has completed the purchase of the various coal properties for which it has been negotiating, recently referred to in these col-

umns. It acquires the original Nevins properties, the United States Gas, Coal & Coke Co., the Tradewater Coal Co., the Baker shafts in Webster county, the coal elevators at Paducah, Ky., and Memphis, Tenn., including about 70,000 acres of valuable coal lands in Union, Crittenden and Webster counties, the purchase price being about \$3,000,000. The new company will organize with James T. Gardiner as president, headquarters in New York city. It proposes to develop all the properties to their fullest extent, opening from six to ten new shafts and producing about 3,000,000 tons of coal annually. It is stated that this deal takes in all the principal collieries and coal fields in the Sturgis territory except the Bell Coal Co., which will continue to operate independently. Charles Buckner will remain as superintendent for the new company at Sturgis.

Sturgis—Coal Mines.—It is reported that J. L. Frankel, who has sold the Tradewater Coal Co. and its properties to the North American Company (referred to at length in this column), will open new coal-mining shafts in the Sturgis field.

Winchester—Telephone System.—City will let franchise June 29 at public outcry to the highest bidder to construct and operate telephone system; R. P. Scobee, mayor.

LOUISIANA.

Abbeville—Steam Laundry.—It is reported that E. A. Sigur will establish steam laundry.

Lake Charles—Canal Construction.—J. Toinette, John L. Henning, S. W. Maxwell, Hugo Spitzer, S. M. Sweeney and A. B. Milan have incorporated the Brimstone Railroad & Canal Co. with \$100,000 capital stock to construct and operate a canal from Brimstone or the Sulphur mine to the Sabine river or to Calcasieu river, or both, and to use the same for transportation purposes.

New Orleans—Glass Factory.—S. H. Marcuse, M. J. Wolf, A. J. Wolf and Julius Lips have incorporated the Central Glass Co. with \$50,000 capital stock to manufacture and deal in glass.

New Orleans—Drug Company.—Incorporated: Katz & Besthoff, Ltd., with Gustav Katz, president, and Sydney J. Besthoff, secretary-treasurer; capital stock \$50,000.

New Orleans—Timber Investment Co.—American Timber Investment Co. has incorporated with \$1,000,000 capital stock. William P. Ross is president; Herman Arous, vice-president, and M. T. Elfert, secretary.

New Orleans—Electric and Power Plant, etc.—Algiers Railway & Lighting Co. has incorporated with \$300,000 capital stock to construct and operate electric-light and power plants, etc. Leigh Carroll is president, and L. H. Marrero, vice-president.

Opelousas—Sewerage System.—City is reported as considering the construction of sewerage system. Address The Mayor.

Shreveport—Furniture Company.—Smith Furniture Co. has increased its capital stock from \$30,000 to \$100,000.

MARYLAND.

Bloomington—Saw-mill.—It is reported that Bond Bros. of Bond, Md., have purchased a tract of timber land near Bloomington and will arrange at once for the erection of saw-mill to develop the property.

Catonsville—Road Improvements.—Baltimore County Commissioners have awarded contract to Thomas R. Martin & Son at \$708.24 for macadamizing Wilkens avenue, in the First district, from Beachfield avenue to the Rolling road.

Farmington—Road Improvements.—The Cecil County Commissioners have awarded contract to E. Ward Brown at \$522.29 for building a mile of macadam road between Farmington and Rising Sun, Md.

Frederick—Street Paving.—The Correyell Construction Co. of Williamsport, Pa., has contract for paving 5877 square yards of street with vitrified brick at \$2.02 a square yard, 2230 lineal feet of granite curbing at \$1.30 and 136 feet of circular curbing at \$1.60.

Hurlock—Handle Factory.—Charles M. Phillips has begun the manufacture of a removable handle for fruit baskets and boxes which he recently patented.

Lonaconing—Water-works Improvements.—Reports state that the Midland-Elk Lick Water Co. will increase the capacity of reservoir. Dr. Clinton Brotemarkle is president.

Newmarket—Road-building.—Frederick County Commissioners have awarded contract to M. J. Grove Lime Co. of Frederick, Md., at \$316 for building a road between Newmarket and Monrovia.

Towson—Publishing.—Charles J. Bonaparte, Robert Garrett, Edward B. Passano, Ralph C. Sharretts and Edward Guest Gibbons have incorporated the Towson News Publishing Co. with \$2500 capital stock to publish a Republican weekly paper.

MISSISSIPPI.

Aberdeen—Cotton-oil Mill.—Incorporated: The Aberdeen Cotton Oil Co., with capital stock of \$75,000, by J. W. Taylor, J. M. Boone and others, for the purpose of operating cotton-oil mill.

Brookhaven—Brick Works.—Incorporated: The Union Brick Manufacturing Co., with capital stock of \$10,000, by H. E. Conner, H. S. Haverhill and others, for manufacturing bricks.

Clarksdale—Cotton Compress.—Reports state that the Gulf Compress Co. of Memphis, Tenn., has purchased and will operate the compress of the Clarksdale Compress Co., expending from \$5000 to \$10,000 in improvements, increasing the facilities.

Clarksdale—Road and Bridge Building.—The Board of Supervisors of Coahoma county will issue \$100,000 of bonds for building roads and bridges.

Ethel.—Robert J. Bell, reported last week as to build cotton gin, will erect building 30x60 feet. About \$4000 will be invested.*

Grenada—Public Improvements.—City will vote July 5 on the issuance of \$30,000 of bonds for extending sewerage system and making other municipal improvements. Address The Mayor.

Jackson—Power-house.—Jackson Electric Railway, Light & Power Co. is reported as having surveys made for the erection of proposed power-house to cost \$100,000.

Jackson—Mercantile.—Incorporated: The Hannah Distributing Co., with capital stock of \$30,000, by W. D. Hannah and John S. Cole.

Mantee—Cotton Ginning.—Incorporated: The Mantee Ginning & Manufacturing Co., with capital stock of \$30,000, by W. A. Scott, J. A. Lewis and others, for the purpose of operating cotton gins, etc.

Meridian—Furniture Company.—O. W. Wilson, W. W. Wilson, W. J. Shaw and M. B. Wilson have incorporated the O. W. Wilson Furniture Co. with \$10,000 capital stock.

New Hebron—Cotton Gin and Warehouse. The Farmers' Gin & Warehouse Co. has begun the erection of cotton gin and ironclad cotton warehouse.

Pelahatchee—Cotton Gin, etc.—The Pelahatchee Gin & Oil Co. will begin at once the erection of cotton gin, installing a three 70-saw Munger gin outfit. It is also stated that the company contemplates the erection of cottonseed-oil mill.

Silver Creek—Ice Factory.—It is proposed to build an \$8000 ice factory, and Thos. M. Ferguson of Hattiesburg, Miss., can give information.

Tupelo—Hardware and Furniture Company.—Lumkin Hardware & Furniture Co. has been incorporated with \$20,000 capital stock by H. F. Lumkin and T. J. Kennedy.

Tupelo—Water-works, Electric-light Plant Improvements, etc.—City will vote June 24 on the issuance of \$25,000 of bonds for completing water-works, enlarging electric-light plant and for school purposes. Address The Mayor.

Tupelo—Cotton Gin.—The Tupelo Gin Co. has been incorporated with \$5000 capital stock. W. M. Jones is president; J. H. White, vice-president; A. J. Taylor, secretary, and W. H. Jones, treasurer.

Utten—Water-works.—The city will vote June 26 on the issuance of \$10,000 of bonds for the construction of proposed water-works. Address The Mayor.

Yazoo City—Chemical Company.—Incorporated: The National Chemical Co., with capital stock of \$5000, by J. H. Brown and W. A. Henery and associates.

MISSOURI.

Advance—Telephone System.—The Carter Valley Telephone Co. has been incorporated with \$3000 capital stock by J. B. McKee, C. A. Shonhoff and J. W. Watkins.

Joplin—Electric-light plant Improvements. It is reported that the Southwest Missouri Light Co., A. M. Barron, general manager, will make improvements to plant, installing one 20-kilowatt 60-volt engine exciter direct connected to one 11x11 high-speed automatic self-oiling engine of standard make, complete switchboard for substation and considerable other machinery.

Joplin—Lead and Zinc Mines.—The Arcola Lead & Zinc Mining Co. has been incorporated with \$100,000 capital stock by G. H. Moser, W. S. Reed, M. Kinney and others to mine lead and zinc.

Joplin—Zinc and Lead Mines.—Minnesota Zinc & Lead Co. has been incorporated with \$20,000 capital stock by J. M. Dickson, E. M. Dickson, O. D. Royce and others to mine zinc and lead.

Kansas City—Manufacturing.—Incorporated: American Floor-Clamp Manufactur-

ing Co., with \$100,000 capital stock, by L. W. Jeffords, F. M. Jeffords and B. C. Jeffords.

Ozark—Electric-light Plant.—S. E. Bronson, proprietor Ozark Light Co., reported last week as having secured 20-year electric-light franchise, will enlarge plant.*

St. Joseph—Grain Company.—A. J. Brunswig, Henry Lichtig and E. T. Jones have incorporated the Union Grain Co. with \$25,000 capital stock.

St. Louis—Manufacturing.—Incorporated: Hydro-Press Manufacturing Co., with \$100,000 capital stock, by John D. Rippey, Eugene H. Michel and L. B. Towner.

St. Louis—Terra-cotta Works.—The Winkle Terra-Cotta Co. will erect two four-story buildings, one to be 100x210 feet and the other 60x70 feet, of ordinary construction, to be equipped with steam-heating plant, electric lights, etc., replacing structure reported burned last week; office, 502 Century Building.

NORTH CAROLINA.

Biltmore—Lake.—George W. Vanderbilt of Biltmore and New York, N. Y., is arranging for the construction of a lake at Biltmore to cover 10,000 acres.

Charlotte—Fire-extinguisher Factory.—The General Fire Extinguisher Co. of Providence, R. I., is reported as contemplating the establishment of a branch factory in Charlotte. It is said that the company has optioned sites for the plant and that bids are being received from architects for the erection of buildings. Pipe-cutting will be the principal work done at first, but later the company will manufacture piping, extinguishers, automatic devices, etc.

Durham—Roofing, etc.—Piper Roofing Co., reported incorporated last week with \$10,000 capital stock, has completed organization with J. A. Piper, president and general manager, and R. E. Piper, secretary-treasurer. The company will act as contractor for composition or gravel roofing, dampproof floors and walls, and concrete, cement and asphalt work of every description; also deal in all kinds of building and asbestos materials.

Elizabeth City—Gas Plant.—It is reported that the Norfolk (Va.) Railway & Light Co. has applied for franchise to install gas plant.

Elkin—Casket Factory.—The Carolina Casket Co. has incorporated with \$10,000 capital stock to manufacture caskets. W. F. Weir is president; E. T. Bailey, vice-president; George Bailey, secretary-treasurer, and D. H. Cook, engineer in charge.*

Fayetteville—Drainage System.—The Flea Hill Drainage Commission is arranging for the drainage of Beaver Gum Log and Flat swamps, comprising an area of something over 36 square miles, or 22,000 acres of land, involving an expenditure of \$12,000. The swamps will be drained into the Cape Fear river by canalization. A. L. McCaskill is chairman.*

Graham—Water-works and Electric-light Plant.—The Graham Water & Electric Co. has incorporated with \$100,000 capital stock to operate water-works and electric-light plant; incorporators, H. L. Miller of Morganton, N. C.; C. P. Hartwell and M. F. Frey of Washington, D. C.

Lillington—Turpentine Distillery.—John W. Hinsdale, C. M. Busbee, W. C. Douglass and others are organizing the Lillington Naval Stores Co. with \$12,000 capital stock to erect and operate wood-turpentine distillery. Machinery has been ordered.

Marshall—Box-shook and Building-material Factory.—Marshall Woodworking Co. has been organized with W. J. McLendon, Jr., president, and D. Chipley, secretary-treasurer, to manufacture box shooks and building materials. The erection of building is being completed. Machinery has been purchased.

North Wilkesboro—Mercantile.—Incorporated. The Renes & Ansher Company, with capital stock of \$100,000, by George R. Renes, S. E. Ansher and B. H. Renes.

Polkton—Lumber Mills, etc.—The Homestead Plantation Co., reported incorporated last week, has organized with M. W. Arrowood, president; Walter F. Crump, vice-president; S. D. Arrowood, secretary, and James C. Bailey, general manager, to manufacture lumber and kindred products, cultivate farm crops and produce, deal in livestock, etc. A number of buildings will be erected. About \$2,000,000 will be invested.

Ridge Academy—Cotton Mill.—The Farmers' Manufacturing Co. will be organized to build a cotton mill.

Shelby—Publishing.—C. J. Hamrick and others have incorporated the Aurora Publishing Co. with \$1600 capital stock and privilege of increasing to \$5000.

Washington—Realty Company.—J. W. Oden, A. Mayo and J. A. Squires have incor-

porated the Washington Realty Co. with \$25,000 capital stock.

Wilson—Harness Factory.—The Hewlet-Grantham Harness Co. has been incorporated with \$12,500 capital stock by John D. Daws, F. W. Bares, R. G. Briggs, Walter F. Woodard, H. G. Hewlet, R. J. Grantham and others.

SOUTH CAROLINA.

Charleston—Oyster Cannery.—Wm. Fait, reported last week as to establish oyster cannery, has organized the Independent Canning Co. with \$40,000 capital stock. The Vennings wharf property at the foot of Inspection street has been purchased at \$15,000, and work on the erection of factory building will begin at once.

Charleston—Steamboat Company.—John Ferguson, John S. Foster and W. E. Bonneau have incorporated the Sea Island Steamboat Co. with \$20,000 capital stock.

Dillon—Water-works and Electric-light Plant.—City has voted the acceptance of franchise for the installation of water-works and electric-light plant previously mentioned. A. N. Walker and associates were reported as having been granted franchise subject to a vote of the people.

Greenville—Coal Chute.—The Southern Railway is reported as completing arrangements for building proposed coal chute of 8000 tons capacity. Address E. T. Ballenger, track supervisor.

Rock Hill—Ice Factory.—Reports state that S. C. Campbell of St. Louis, Mo., is investigating with a view to locating ice plant.

Rock Hill—Water-power-Electrical Plant.—Reports state that the Catawba Power Co., offices at Charlotte, N. C., is considering the building of another water-power plant, and has two sites under advisement, one on the Wateree river 14 miles below Camden, S. C., on which surveys are now being made, and the other at the Great Falls of the Catawba river, about 30 miles below Rock Hill. It is estimated that about 60,000 horse-power can be developed at the latter point.

Rock Hill—Suspender Factory.—C. W. Frew, reported in April as to establish suspender factory and equip for a daily capacity of from 150 to 200 dozen, will, with Lee Diehl, organize the Acme Manufacturing Co., to operate the plant. Motive power will be obtained from the Rock Hill Water, Light & Power Co. The manufacture of shirts and overalls may possibly be added later.

Spartanburg—Street Improvements.—City will vote on the issuance of \$100,000 of bonds for street improvements. Address The Mayor.

Spartanburg—Garbage Crematory.—The installation of a garbage crematory is being considered. Address Dr. J. L. Blake, president board of health.

Sumter—Iron-heater Factory.—The Smoothing Iron Heater Co., previously reported as to remove plant from Niagara Falls, N. Y., has rented building and power from Witherpoon Brothers & Co. and purchased machinery which will be installed for the manufacture of heater patented by C. M. Best. About \$3000 will be invested.*

TENNESSEE.

Chattanooga—Coal Mining.—Norris Headrick, Bruce Forshee, S. B. Smith and W. D. Carswell have applied for a charter for the Cumberland Mountain Corporation, with \$100,000 capital, to develop 150,000 acres of coal lands in Grundy and Warren counties.

Chattanooga—Glass Works.—The Chattanooga Bottle & Glass Manufacturing Co., recently reported as to make improvements to plants, will erect a large addition to contain two large annealing furnaces, one of which will have a capacity of 90 tons; the capacity of warehouse increased and other improvements made, doubling the present output; about \$100,000 will be expended.

Cleveland—Woolen Mill.—The Cleveland Woolen Mills has begun the rebuilding of its plant referred to last week. New building will be four stories high, 60x300 feet, and when completed will be equipped with 6000 spindles, 8 sets of cards and 125 looms, manufacturing cassimeres. The machinery will not be purchased until August. L. W. Slaughter is in charge of the rebuilding work.*

Cookeville—Water-works and Electric-light Plant.—City is completing arrangements for the installation of water-works and electric-light plant for which bonds were previously reported voted; Granberry Jackson, Nashville, Tenn., engineer in charge; Jesse Arnold, mayor.*

Crab Orchard—Coal Mines.—The Powell Coal & Lumber Co., now manufacturing lumber and its products, is about to construct a branch railroad to its timber and coal lands which will permit the development of its coal lands.

Crab Orchard—Coal Mines.—The Fall Creek Collieries Co. has driven an entry 1000 feet in length on its properties and begun shipping coal recently.

Crab Orchard—Coal Mines.—The Lee Cove Mining Co. has begun the development of its mining properties and will soon begin shipping.

Crab Orchard—Coal Mines and Coke Ovens. The Cumberland Coal & Coke Co. is proceeding with the development of its coal mines near Crab Orchard, having driven an entry for several hundred feet through seven to eleven feet of coal. It is also preparing to build a number of coke ovens on the Orontes river.

Dickson—Iron Furnace.—The Tennessee Iron & Land Co., S. M. Grandey, secretary, is negotiating with Pittsburgh (Pa.) capitalists relative to the installation of a 100-ton blast furnace. This company was reported in these columns in August, 1904, to develop 3000 acres of iron-ore lands and erect 100-ton furnace. It has a capital stock of \$1,500,000.

Evansville—Coal Mining.—The Evansville Coal Co., previously reported incorporated under Chattanooga, Tenn., has completed organization with Dr. G. M. Walker, president and general manager, and J. W. Clift, secretary-treasurer, both of Soddy, Tenn. The company is opening a four-foot coal vein on Walden's ridge; capital stock \$50,000.

Fall Branch—Zinc Mining.—The East Tennessee Mining & Development Co., reported last month as arranging for the development of 1125 acres of land containing zinc ore, will erect mill building 30x50 feet, boiler-house and engine-room 30x50 feet, blacksmith shop, etc. E. Rehm is architect and engineer in charge. The plant will have a daily capacity of 100 tons of zinc ore.

Knoxville—Wagon Works.—George Lamons, Henry Lamons and J. M. Reeves have organized the Lamons Wagon Co. with \$10,000 capital stock to take over and operate the plant of W. A. Lamons & Sons, manufacturing farm wagons.

Lebanon—Water-works.—The election previously reported called for June 10 on issuance of \$10,000 of bonds for improving water-works will not be held; A. M. McClain, mayor.

Memphis—Levee Work.—The Talley-Bates Construction Co. has contract at \$309,288 for placing approximately 1,800,000 cubic yards of earthwork on the levee lines in the upper St. Francis, the lower St. Francis and the White river levee districts in the States of Missouri, Arkansas and Louisiana.

Memphis—Hollow-stone Works.—Bluff City Hollow Stone Co. has been incorporated, with \$20,000 capital stock, by W. E. Cogdell, W. A. Turner, W. V. Sullivan and W. F. Hamner, to manufacture hollow stone, deal in lime, sand and cement. A one-story frame factory building is being erected, frame warehouse and sheds; offices, Tennessee Trust Building.

Memphis—Box Factory.—It is reported that the Standard Box Co. of Columbus, Miss., will establish plant for the manufacture of shipping cases for all kinds of bottles.

Memphis—Boiler Works, etc.—Chartered: The Odium Boiler Co., with \$75,000 capital stock, by R. A. Odium, W. A. Hein, George R. James, S. M. Neely and M. E. Carter, to conduct a general boiler and iron manufacturing business.

Memphis—Grain Elevator.—The Patton-Hartfield Company will build an addition to grain elevator at a cost of \$15,000; capacity 50,000 bushels.

Memphis—Publishing.—George W. Ewell, S. L. Cockroft, M. W. Ewell, B. E. Boyett and B. L. Capell have applied for charter for the Memphis Enquirer Publishing Co. with \$25,000 capital stock to publish the Memphis Enquirer, a morning paper.

Memphis—Shoe Factory.—W. H. Lee has purchased building on Washington street, which, it is stated, will be remodeled and equipped with machinery for manufacturing shoes.

Monroe County—Gold-mining.—The Unaka Mining & Development Co., recently organized with A. Z. Thomas of Wooster, Ohio, president, is completing arrangements for the development of 360 acres in the Coker Creek gold fields. Hydraulic and other gold-mining machinery is being installed; principal office, Wooster, Ohio.

Nashville—Flour Mill.—Atlas Milling Co. has purchased the Malzo Cereal Mills, which will be enlarged and operated; building 50x341 feet will be erected; capacity 500 barrels flour and 500 bushels meal.

Nashville—Brewery.—Reports state that G. E. Schneider of Chicago, Ill., representing German capitalists, is arranging for the erection of a brewery to cost \$1,000,000 and have a yearly capacity of 300,000 barrels of beer.

Nashville.—Chartered: The Hiram Blow

Stave Co., with an authorized capital stock of \$100,000, by V. J. Blow, C. J. Smith, J. McN. Wright, H. B. Carter and C. H. Wright, to operate stave factories, saw-mills, etc.

Nashville—Lumber Plant.—Chartered: The John M. Smith Lumber Co., with \$125,000 capital stock, by W. B. Leech, W. T. Crotzer, H. C. Card, Harold Patterson of Nashville, John M. Smith of Dickson, Tenn.; B. L. Perkins and F. M. Pettibone of Louisville, Ky., to conduct a general hardwood-lumber business in West Nashville. John M. Smith recently purchased the plant of the R. N. Chestnut Lumber Co., which will be enlarged and new machinery added at a cost of \$20,000, and the plant of the Perkins & Pettibone Lumber Co., Louisville, Ky., will be removed to Nashville. These several plants will be consolidated and operated by the company just chartered.

Nashville—Power-plant Improvements.—Ford, Bacon & Davis, 24 Broad street, New York, previously reported as preparing plans for addition to be built to power-house for the Nashville Railway & Light Co., have let contracts for building and machinery; equipment to include boilers aggregating 3600-horse-power capacity.

Nashville—Motor Vehicles.—Reports state that the Carter Duplex Motor Car Co. of Washington, D. C., capitalized at \$2,000,000, is corresponding with the Retail Merchants' Association relative to securing site for the location of plant for the manufacture of all kinds of motor vehicles.

Quito—Coal and Oil Lands.—The Kerrville Oil & Prospecting Co. of Kerrville, Tenn., and not the Kerrville Coal, Oil & Inspecting Co. as reported last week, has leased coal and oil lands near Quito for development.*

Ripley—Electric-light Plant, Water-works and Ice Factory.—The Ripley Light, Water & Ice Co. has been organized with \$7500 capital stock by R. A. Williams, W. A. McCallum, F. A. Henry, H. D. Folts and C. R. Barbee. The company has purchased and will operate the water and light plants of C. R. Barbee.

Stanton—Saw-mill.—Reports state that O. G. Fitzgerald & Son have purchased 1100 acres of timber land in Hatchie river bottom from the Mengel Box Co., Dyersburg, Tenn., and will erect saw-mill for its development.

St. Elmo—Sewerage System.—The St. Elmo Sewerage Co. has been incorporated with \$10,000 capital stock by K. D. Davis, H. B. Wilson, J. L. Davis, J. A. Patten, E. E. Betts, L. M. Russell, J. T. Giles and others to construct sewerage system.

TEXAS.

Amarillo—Mining.—Incorporated: The Sierra de la Cruz Mining Co., with capital stock of \$500,000, by W. A. Blackburn, W. E. Kirk and Leland F. Kirk.

Beaumont—Rice Mills.—It is reported that the Boland & Schwind Company of New Orleans, La., has purchased the property of the Nederland Rice Milling Co. at \$30,100, which will be improved and operated.

Brownsville—Irrigation System.—It is reported that B. F. Yoakum and associates have purchased from the Llano Grande Land & Irrigation Co. 30,000 acres of land near Brownsville and will arrange at once for improving the tract, establishing irrigation plants, etc.

Canyon—Telephone System.—Northwest Texas Telephone Co. has increased its capital stock from \$10,000 to \$20,000.

Chesterfield—Oil Wells.—A company has been organized by John Linderholm, George S. Gray, W. H. Low, Oscar E. Linderholm, W. T. Chester of Chesterfield, B. L. Vineyard of Houston, Texas; A. M. Waugh, J. R. Westmoreland, Dr. B. F. Forrest of Eagle Lake, Texas, and associates to drill for oil near Chesterfield.

Cleburne—Canning Factory.—M. D. Miller, P. O. Box 594, is corresponding with Chicago parties relative to the establishment of canning factory.

Clifton—Water-works Improvements.—City has voted the proposed \$8000 bond issue for water-works and standpipe improvements. Address The Mayor.

Dallas—Gas Plant.—Chartered: The Dallas Gas Co., with \$1,000,000 capital stock, by J. E. Schneider, E. O. Tension, Thomas Sheason, W. R. Styon of Dallas, Henry R. Wilson, Frank Tilford, J. B. O'Connor and H. A. Kahler of New-York, N. Y. This company was previously reported as having secured gas franchise and to be organized to absorb the plant of the Dallas Gas & Fuel Co. About \$200,000 will be expended in improving plant and extending mains.

Dallas—Wallpaper Company.—Adolph I. Stein, Hicks Barksdale, A. W. Mansfield and W. P. Walsh have incorporated the Hicks Barksdale Wallpaper Co. with \$10,000 capital stock.

Dallas—Chemical Works.—Ware Black

Powder Co. has incorporated, with \$40,000 capital stock, to manufacture and sell medicinal and chemical compounds; incorporators, A. W. Childress, D. P. English and others.

Dallas—Telephone System.—The Texas Consolidated Long-Distance Telephone Co., which was recently granted a long-distance telephone franchise, will build a line from Dallas to Fort Worth. It is also stated that the capital stock will be increased; principal office, 319 Main street.

El Paso—Woodworking Plant.—The El Paso Sash & Door Co. has increased its capital stock from \$30,000 to \$60,000.

Fort Worth—Grain Company.—S. B. W. dike, S. H. Beaumont, S. P. Hinds, B. C. Moore and F. P. Lint have incorporated the Uddike Grain Co. with \$10,000 capital stock.

Fort Worth—Land and Lumber Company. Portillo Land & Lumber Co., with \$200,000 capital stock, by W. H. Irwin of Fort Worth, F. J. Freeborn of Dallas, Texas, and A. C. Freeborn of Proctor, Vt.

Fort Worth—Candy Factory, etc.—It is reported that the Southern Cold-Storage Co. has purchased site on which to erect addition to produce department and candy factory. About \$10,000 will be invested.

Gainesville—Gas Plant.—J. A. Jones of California and E. E. Hull of Oklahoma, it is reported, have purchased the plant of the Gainesville Light & Fuel Co., and will arrange at once for rebuilding the plant, extending the mains three or four miles. New machinery has been purchased. W. C. Penfield will be manager.

Galveston—Revetment Work.—I. Heffron & Sons have contract for the revetment to be constructed down 53d street from the western end of the seawall in front of the Fort Crockett reservation to the intersection of 53d street and Avenue U.

Granbury—Water-works, Electric-light and Power Plant.—Chartered: The Frisco Ice & Light Co., by J. W. Day, J. H. Howell and C. J. Howell, to operate water-works, electric-light and power plant.

Greenville—Mill and Elevator Company.—The Greenville Mill & Elevator Co. has increased capital stock from \$50,000 to \$75,000.

Houston—Oil Wells.—Chartered: The Varner Oil Co., with capital stock of \$25,000, by Edgar Watkins, Frank C. Jones and B. I. Wilcox, for the purpose of drilling for oil.

Houston—Iron Mines.—The South Texas Development Co. has been incorporated with \$300,000 capital stock by E. K. Dillingham of Houston and Edward R. Cady of Cleveland, Ohio.

Houston—Press-cloth Mill.—The Oriental Textile Mills state there is no truth whatever in the reports that it will double the capacity of its plant or enlarge to any extent at this time.

Lane City (P. O. Arlm)—Sugar Mill and Refinery.—Dispatches state that capitalists interested in the Lincoln Trust Co. of Chicago, Ill., will erect sugar mill and refinery.

Marlin—Street Improvements.—It is reported that the city contemplates grading and draining all the streets and alleys, and is arranging to have the necessary surveys made. Address City Secretary.

Marlin—Drug Factory.—The Allen Drug Co., recently reported organized, will manufacture and place on the market natural salts and other medicinal preparations. It has secured a 50-year franchise on a hot well located at Marlin which is 3550 feet deep, with a temperature of 147 degrees Fahrenheit and flows 20,000 gallons per day; capital stock \$10,000.

Nacogdoches—Orchard Company.—Incorporated: High Glenn Orchard Co., with \$20,000 capital stock, by H. C. Bailey, E. Livingston, Fred W. Malley of Nacogdoches, Wm. H. Dixon of Houston, Texas, and others.

San Antonio—Lock Works.—American Keyless Lock Co., previously reported incorporated with \$50,000 capital stock to manufacture and sell locks, has completed organization with Otto Kechler, president; E. Elmen-dorf, secretary, and A. Dreiss, treasurer; office, 526 Matagorda street.*

San Antonio—Iron-land Developments.—It is stated that the Wakefield Iron & Coal Land Improvement Co. will soon arrange for the development of the 10,000 acres of iron lands it owns, located in Llano and Mason counties. C. E. Lyman, Lumber Exchange, Minneapolis, Minn., is president of the company.

Terrell—Planing Mill.—The Terrell Planing Mill Co. has been incorporated with capital stock of \$15,000 for the purpose of planing lumber by M. A. Joy, F. S. White, A. H. Dashiell, L. F. Garland and C. M. Crumbaugh.

Tehuacana—Telephone System.—The Peoples Telephone Co. has been incorporated with \$2500 capital stock by Joe Peoples, I. Desenberg and A. L. Collins.

Texarkana—Land and Orchard Company.—Incorporated: The Northwest Texas Land & Orchard Co., with \$36,000 capital stock, by V. E. Buron, G. Munz, Louis Hellbron, Myra Brady of Texarkana and J. H. Wolf of St. Louis, Mo.

Waco—Oil and Pipe Line.—The Bonnie Oil & Pipe Line Co. has been incorporated with \$10,000 capital stock by F. W. Lake, J. C. Fields, Langdon Harries and J. D. Williamson.

Zelo—Cotton Gln.—J. F. Dockery, John Thorn and J. H. Levey have incorporated the Zelo Gln Co., with \$5000 capital stock, to erect and operate a cotton gln.

VIRGINIA.

Albemarle—Canning and Pickling Factory, Cold-storage Plant, etc.—Charlottesville Canning Co. has incorporated with \$15,000 capital stock to operate a canning and pickling plant, cold-storage plant, etc. Channing M. Bolton is president; H. E. Magruder, vice-president.

Austinville—Zinc Furnace.—Bertha Mineral Co. is reported as to rebuild its zinc furnace recently destroyed at a loss of \$20,000.

Charlottesville—Vehicle Works.—Way Carriage Co. has been incorporated with \$25,000 capital stock to manufacture and deal in carriages, etc. C. T. Way is president; C. H. Walker, vice-president, and R. A. Watson, secretary-treasurer.

Danville—Street Improvements.—City will vote June 20 on the issuance of \$50,000 of bonds for street improvements. C. C. Sneed is chairman street committee.

Emporia—Cotton Mill.—The Emporia Cotton Mills, reported incorporated last week, will start manufacturing with 3000 spindles in position, and will manufacture yarns, twine, etc., as has been stated. Contracts for machinery have been awarded and mill will be completed by October. W. N. Brown is general manager.

Ettricks—Furniture Factory.—It is reported that James D. Will has completed arrangements for the establishment of a furniture factory, the output to be principally tables.

Graham—Grocery Company.—Walters & Co. has incorporated with John Walters of Graham, president; S. A. Toy of Bramwell, W. Va., vice-president, and C. A. Hollman of Graham, secretary-treasurer; capital stock \$100,000.

Lawrenceville—Telephone System.—Brunswick Mutual Telephone Co. has incorporated with an authorized capital stock of \$25,000 to operate telephone system. L. H. Raney is president; I. E. Spatig, vice-president, and F. W. Davie, secretary-treasurer.

Lynchburg—Ocher Deposits.—A. F. Thomas will probably develop ocher deposits and will want to arrange for marketing the product.*

Manchester—Gas Plant.—The Pintsch Gas Co. is completing arrangements for the erection of proposed plant at 4th and Bainbridge streets, to cost \$20,000.

Newport News—Shipyard Improvements.—The Newport News Shipbuilding & Dry-Dock Co. will expend about \$1,000,000 for improvements to its plant. It will construct a new stone and concrete dry-dock about 700 feet long, with depth and breadth to accommodate any warship. Its machine shops will be enlarged, and another set of shipways will be erected with steel trestle and overhead travelling crane, etc.; C. B. Orcutt, president, No. 1 Broadway, New York.

Newsoms—Mercantile.—Darden-Howard Company has been incorporated with an authorized capital stock of \$20,000. J. B. Darden is president and manager, and Richard Howard, secretary.

Norfolk—Wharves, Docks, Piers, etc.—The Tidewater Railway Co. is arranging to build at the southwest intersection of Paradise creek and the Southern branch a wharf and dock 800 feet long; on the Southern branch three piers 75 feet wide, with intervening docks 150 feet wide, docks to be 700 feet deep, and the dock frontage on port warden's line of the Southern branch will embrace 600 feet of docks and pier frontage. These are temporary structures. This is in connection with the drawbridges recently mentioned to be constructed across the eastern and southern branches of the Elizabeth river. Raymond DuPuy, Haddington Building, Norfolk, is general manager.

Norfolk—Incorporated: Greater Norfolk Land Co., with L. Shesky, president; B. W. Leigh, vice-president, and D. Lawrence Groner, secretary-treasurer; capital stock \$10,000.

Norfolk—Real Estate.—Ocean View Land Corporation has incorporated with an authorized capital stock of \$15,000. C. V. Cooke is president; C. M. Barnett, vice-president, and T. H. Wilcox, secretary-treasurer.

Norfolk—Iron Works.—Crescent Iron Works has incorporated with \$10,000 capital stock to engage in iron-working and machinery-repair business. C. C. Benjamin is president; J. L. Watson, vice-president, and A. L. Wormington, secretary-treasurer.

Norfolk—Power-plant Improvements.—Norfolk Railway & Light Co. has let contract to Williamson Bros. for the erection of one-story addition to power-house; cost \$10,000.

Norfolk—Electrical Machinery and Supplies.—The Seaboard Electric Co., reported incorporated last week with \$50,000 capital stock, has completed organization with Arthur L. Bosley of Baltimore, Md., president; Jos. W. Little of Atlanta, Ga., vice-president, and Julian E. Binford, Jr., Richmond, Va., secretary-treasurer. A building has been leased and an electrical jobbing business will be conducted.

Petersburg—Dam Construction.—Reports state that the city council has adopted an ordinance appropriating \$25,000 for carrying out of a contract between the city and the Atlantic Coast Line Railroad Co. for lands and for building a dam opposite the city for the diversion of the Appomattox river. Address City Engineer.

Petersburg—Public Improvements.—The Board of Aldermen have confirmed the ordinance reported last week as passed by the City Council authorizing the issuance of \$75,000 of bonds for extending sewers and water mains and improving sidewalks.

Richmond—Oil Wells.—Chartered: The Ohio & Western Oil Corporation, with \$50,000 capital stock, to drill for oil. William Ellyson is president; H. L. Denoon, vice-president and general manager, and Joseph E. Montgomery, secretary-treasurer.

Richmond—Lath-machine Works.—Incorporated: Gregory-Whitlock Lath Machine Co., with an authorized capital stock of \$30,000, to build and operate factories for making lath machines. R. K. Gregory of Greensboro, N. C., is president; D. Whitlock of Richmond, secretary-treasurer.

Richmond—Timber-land Development.—Ellington-Guy Timber Co. has incorporated with \$50,000 capital stock. Charles R. Guy is president, and B. H. Ellington, secretary-treasurer.

Richmond—Drug Factory.—Incorporated: Harvey D. Hatcher Drug Co., with \$5000 capital stock, to manufacture drugs, etc. Rives Fleming is president; W. C. Boyd, vice-president, and Harvey D. Hatcher, secretary-treasurer.

Roanoke—Electric-light Plant.—The Roanoke Water Power Co. has secured franchise to use the streets for the transmission of electricity.

Roanoke—Steel-casting Mill.—E. Cooper Willis is erecting steel-casting plant on 20-acre site reported last week as having been purchased for this purpose, and has under way several plants of different kinds in the South. Mr. Willis can be addressed at P. O. Box 418, Bluefield, W. Va.

Scottsburg—Telephone System.—The Scottsburg-Houston Telephone Co. has been organized with J. T. Lacy, president, and R. A. Walden, secretary.

Sewell's Point.—Drainage, Water-works and Sewerage.—The Jamestown Exposition Co., Norfolk, Va., will receive bids until June 21 for surface and ground-water drainage, sewer and water supply on exposition site; C. Brooks Johnston, chairman board of governors.*

Suffolk—Cemetery.—Pleasant Hill Cemetery Association has been incorporated with an authorized capital stock of \$10,000. J. B. Hardy is president; John Reynolds, secretary, and William T. Jones, treasurer.

Warrenton—Water-works Improvements.—City has voted the proposed \$23,000 bond issue for the construction of sewer. Address The Mayor.

West Norfolk—Car Brake.—D. F. Earnest of West Norfolk, S. A. Johnson of Philadelphia, Pa., and others have incorporated the Earnest Improved Car Brake Co. with \$150,000 capital stock to manufacture an improved car brake.

Wilderness—Gold Mining.—Dr. Lee Cooke has purchased the Melville gold-mine tract of 1100 acres and is prospecting on a small scale. Later it is intended to extensively develop the gold mines and sulphurets veins found on the property.

WEST VIRGINIA.

Alderson—Oil Wells, etc.—The Greenbrier Oil Co. has been incorporated with \$10,000 capital stock by Ralph Ely, L. E. Johnson, F. N. Mann, A. W. Johnson, E. Chase Bare and W. C. Beard to drill for oil.

Bretz—Coke Ovens.—Reports state that the West Virginia Coal Co. has begun the erection of 90 coke ovens and will shortly begin work on 100 additional ovens.

Cameron—Telephone System.—R. A. Funk and associates have incorporated the Farmers' Mutual Telephone Co., with \$10,000 capital stock, to construct and operate a telephone system.

Canfield—Gold and Silver Mines.—J. F. Smith is prospecting for gold and silver on 40,000 acres of land in Braxton county, and wants to correspond with capitalists regarding the development of the tract.

Fairview—Mercantile.—Industrial Supply Co. has been incorporated, with \$50,000 capital stock, by James H. Crawley, George R. Miller and others.

Huntington—Washing-powder Factory.—James A. Hughes, Sam Brownley, C. R. Wyatt, W. R. Thompson and John F. Batt-cliff have incorporated the No-Labor Washing Powder Co. with \$10,000 capital stock to manufacture and deal in washing powders and bluing.

Junior—Handle Factory.—Reports state that a handle factory will be established, and A. L. Mathews can give information.

Kearneyville—Stone Quarries.—It is reported that Baker Bros. are making extensive improvements at quarries, installing new machinery, new bins, etc., which will double the present capacity; about \$20,000 will be expended.

Logan—Coal Mines and Coke Ovens.—The Logan Coal Co. has incorporated with \$50,000 capital stock to mine coal and manufacture coke; incorporators, S. A. Draper, J. D. Jones of Logan, W. L. Draper of Tazewell, Va., and associates.

Sistersville—Glass Works.—The Sistersville Window Glass Co. is reported as considering converting the present pot-glass plant into a continuous tank-glass plant.

Wheeling—Coal and Fire-clay Mining.—The Windsor Mining Co. has been incorporated with \$100,000 capital stock by Joseph Spedel, H. C. Ulrich, H. F. Behrens, Jr., Jesse W. Spedel and A. F. Ulrich to mine coal and fire-clay.

Wheeling—Paper-bag and Envelope Factory.—The Handian-Sharpe Company of Barnesville, Ohio, has secured site and is having plans prepared by Glessey & Faris for a six-story brick building to be erected at a cost of \$25,000 and be equipped with the most modern machinery for the manufacture of paper bags, envelopes and other articles of paper.

INDIAN TERRITORY.

Purcell—Dyke Construction.—It is reported that the Santa Fe system will construct a dyke on the east bank of the South Canadian river. It is estimated that about \$200,000 will be expended; W. B. Storey, chief engineer, Topeka, Kan.

Tulsa—Water-works Improvements.—The Tulsa Water, Light & Power Co. it is reported, will expend \$40,000 in improving water-works plant, extending mains and sinking new wells; George G. Bayne, secretary.

Tulsa—Ice-cream Factory, etc.—The National Dairy Co., Joplin, Mo., states there is no truth in the report mentioned last week that it contemplates establishing ice-cream factory.

OKLAHOMA TERRITORY.

Agra—Telephone System.—The Cushing & Agra Rural Telephone Co. has been incorporated with \$3000 capital stock by E. T. Houston, W. T. Gooch, F. H. Rehm and associates, all of Cushing, O. T.

Apache—Mining and Milling.—Incorporated: The Peerless Mining & Milling Co., capitalized at \$1,000,000, by George C. Harper, N. J. Olson and J. R. Stewart of Minneapolis, Minn., and George Smith of Apache.

Bridgeport—Bridge and Ferry Company.—The Bridgeport Bridge & Ferry Co. has been incorporated, with \$2500 capital stock, by O. G. Cutright, M. E. Cutright and I. Cutright.

Guthrie—Publishing.—The Phoenix Publishing Co. of Guthrie and Chicago, Ill., has been incorporated, with \$50,000 capital stock, by H. W. Pentecost of Guthrie and P. B. Warr of Chicago, Ill.

Guthrie—Development Company.—The Oak Park Development Co. has been incorporated with \$13,000 capital stock by Owen R. Fegan, A. H. Huston, Heber P. Harper and L. N. Beadies.

Harrah—Telephone System.—The Harrah Rural Telephone Co. has incorporated with \$5000 capital stock to operate telephone system; incorporators, Karl Haas, Marion E. Platt of Harrah, J. W. Stephens, R. M. Proffitt and W. G. Henderson of McLoud, O. T.

Lahoma—Flour Mills.—G. W. Andrus, L. M. Andrus, M. P. Ferrell and L. A. Ferrell have incorporated the Lahoma Roller Mills, with \$15,000 capital stock.

Mangum—Cotton Mill.—Incorporated: The Farmers' Cotton Mill Co., with capital stock

of \$100,000, by William Harris, John Woodward, G. B. Townsend and Sam D. Rude, for manufacturing cotton goods.

Oklahoma City—Stone Company.—Chartered: The Oklahoma Oolite Stone Co., with \$100,000 capital stock, by H. E. Swann, D. E. Swann of Oklahoma City, C. N. Gould, N. L. Gould and E. G. Woodruff of Norman, O. T.

Oklahoma City—Lumber Company.—Incorporated: The Kee R. McKee Lumber Co., with \$20,000 capital stock, by Kee R. McKee, A. P. Crockett, Andrew F. Boston of Oklahoma City and S. McKee of Memphis, Tenn.

Oklahoma City—Purification Plant.—Allie J. Thomas, Rose Huber and Grace Losee have incorporated the DeLeon Water Co. with \$50,000 capital stock for the purification of water.

Oklahoma City—Manufacturing.—Chartered: The Livingston-Sasher Thresher Manufacturing Co., with \$100,000 capital stock, by W. M. Sasher of Oklahoma City, L. H. Livingston of Hennessey, O. T., and G. E. Dean of Wellington, Kan.

Snyder—Telephone System.—Chartered: The Snyder Telephone Co., with capital stock of \$5000, to establish a telephone system, by S. J. Halena, J. G. Gormack, Oles Stofer, Fred T. Spitzer and J. V. McClintic.

BURNED.

Atlanta, Ga.—The plant of the Wood & Phillips Company was erroneously reported last week as destroyed by fire at a loss of \$7000. This should have been the Wood Skirt Co.

Elizabeth City, N. C.—Shingle mills of the Buffalo City Mills.

Elizabeth City, N. C.—East Coast Cedar Works' plant.

Gilmer, Texas.—D. A. Bule and R. W. Simpson's saw-mill; loss \$3500.

Greenwood, Miss.—E. E. Inlow's heading mill; loss \$10,000.

Handsom, Va.—W. G. Neblett's saw-mill; loss \$2000.

Hahira, Ga.—W. A. Starling's cotton gin and saw-mill; loss \$7000.

Jasper, Texas.—Brown & Downs' dry-kilns; loss \$400.

Mayfield, Ky.—Griffith & Sherrill's tobacco warehouse; loss \$60,000.

Pearisburg, Va.—W. H. Thomas' store building; loss \$3000.

Pocahontas, Ark.—L. E. Williams' hardware and furniture store.

Purcellville, Va.—John R. Smith Milling Co.'s plant; loss \$40,000.

Richton, Miss.—The Richton Lumber Co.'s turpentine distillery.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Abbeville, Ga.—Jail Building.—The Pauly Jail Building Co., St. Louis, Mo., has contract at \$14,315 for the erection of jail building previously reported. A subcontract for work has been let to J. H. McKenzie's Sons.

Adel, Ga.—School Building.—W. D. McRae of Lakeland, Fla., has contract to erect \$10,000 school building, previously mentioned.

Anniston, Ala.—Store Building.—C. J. Houser has contract to erect three-story brick and stone building, 25x140 feet, for Russell Bros., referred to last month. Chas. W. Carlton & Co. prepared the plans.

Alken, S. C.—Hotel.—C. Win Perkins, assistant manager Summit Spring Hotel, Poland, Maine, and associates are organizing company for the erection of hotel at a cost of \$250,000, and for which C. C. Wilson of Columbia, S. C., was previously reported as preparing plans.

Ballinger, Texas.—School Building.—Secretary Board of Trustees of the Ballinger Independent School District will receive bids until June 24 for the erection of a six-room stone school building. Plans can be seen at the office of secretary, Ballinger, and at the office of S. P. Herbert, architect, Waco, Texas. Certified check for \$250, payable to Charles S. Miller, president board of trustees, must accompany each bid. Usual rights reserved.

Baton Rouge, La.—Store Building.—J. T. Maguire expects to open bids in October for the erection of his two-story brick store and office building reported in May as to be built; structure to be 64x51 feet, hot-water or low-pressure steam heating apparatus, electric and acetylene-gas lighting to be used; also two-ton refrigerating plant. No contracts for machinery have been awarded. Building to cost about \$10,000.*

Bay City, Texas.—School Building.—Hatchett & White have contract at \$17,210 for the erection of brick high-school building, previously reported, for which C. H. Page, Austin, Texas, prepared the plans.

Birmingham, Ala.—Building.—H. E. McCormick will erect two-story brick building at a cost of \$12,000.

Chestertown, Md.—College Building.—Bids will be received until June 28 by Dr. James W. Cain, Washington College, Chestertown, for erection of three-story brick administration building, 116x50 feet, with an extension in the rear 57x39 feet. Plans and specifications by John D. Thompson, Jr., and Harry A. Hill, architects, 608 Ford Building, Wilmington, Del., on file at the Builders' Exchange, Baltimore, Md., and Philadelphia, Pa.

Collins, Miss.—City Hall and Market Building.—City contemplates erecting City Hall and market building. Address The Mayor.

Columbia, S. C.—College Building.—C. A. Calne has contract to erect addition to College for Women reported last week; structure to be 95x50 feet and cost \$20,000. C. C. Wilson prepared the plans.

Cooper, Texas.—Church.—Bids will be received until June 20 for the erection of brick-vener edifice for the M. E. Church. Plans may be seen at the Delta National Bank, Cooper.

Cumberland, Md.—School Buildings.—Bids will be received until June 20 at the office of school examiner, Union Street School building, Cumberland, for the erection of a school building at Grahams town and one at Borden Mines, in accordance with plans and specifications prepared by John S. Siebert, Citizens' National Bank Building, which may be had on deposit of \$1 at the office of architect.

Dallas, Texas.—Cathedral.—The directors of the Dallas Scottish Rite Cathedral Association will receive plans from architects for a Scottish Rite cathedral to cost approximately \$100,000. Four prizes are to be offered. For particulars apply to O. H. Lang, consulting architect of the building committee.

Dallas, Texas.—Warehouse.—Parlin & Orendorf Company will receive bids until June 19 for the erection of a five-story warehouse; plans and specifications on file at the office of H. A. Overbeck, architect, Dallas. Certified check for \$1000 must accompany each bid. Usual rights reserved.

Dallas, Texas.—Flat Building.—H. A. Overbeck, architect, Dallas, will receive bids until June 21 for the erection of three two-story brick and stone flat buildings at Dallas for H. S. Scheline of Gainesville, Texas. Plans and specifications are on file at architect's office; also at office of H. S. Scheline, Gainesville, Texas. Certified check for \$500 must accompany each bid. Usual rights reserved.

Dalhart, Texas.—Opera-house.—W. F. Felton, Frank E. Record, R. S. Coon and W. J. Clarke have organized company and will erect two-story brick opera-house to cost \$20,000.

Danville, Va.—Church.—It is reported that the First Baptist Church will rebuild edifice reported burned last month at a loss of \$12,000, and S. W. Foulk & Son, Greensboro, N. C., have been engaged to prepare plans and specifications.

Decatur, Ala.—Hotel.—Reports state that a three-story brick hotel to cost \$50,000 will be erected by a Mr. Brown of Scottsboro, Ala.

Decatur, Ala.—Union Station.—It is reported that the Louisville & Nashville Railway, W. H. Courtenay, chief engineer, Louisville, Ky., and the Southern Railway, D. W. Lum, chief engineer, Washington, D. C., will shortly begin the erection of proposed \$50,000 union depot.

Decatur, Ga.—Dormitory.—Donaldson & Pierson have contract to erect proposed dormitory at the Agnes Scott Institute after plans by Morgan & Dillon, Atlanta, Ga.; building to be three stories, of brick, 186x50 feet, with a three-story L running back 100 feet; cost \$60,000.

Dyer, Tenn.—School Building.—Town has voted the proposed \$5000 bond issue for improvements to school building; R. B. McDaniel, mayor.

Dillon, S. C.—Warehouse.—Dillon Storage Co., reported incorporated last week with \$3000 capital stock, will erect warehouse 60x120 feet.

Dublin, Ga.—Building.—Bids will be received until June 30 at the Laurens Bank for building the Sunday-school building for the Dublin Baptist Church; all material to be furnished by the trustees. Certified check for \$100 must accompany each bid. Building committee reserves usual rights. For further information apply to George C. Thompson, architect.

Durham, N. C.—School Building.—City is having plans prepared for the erection of proposed high-school building for which \$50,000 of bonds was recently voted. Address The Mayor.

Easton, Md.—School Building.—Owens & Sisco, 14 East Lexington street, Baltimore, Md., are preparing plans for proposed two-story frame school building, 75x40 feet.

Farmville, Va.—Factory Building.—W. G. Dunnington has let contract to C. W. Hancock & Sons of Lynchburg, Va., for the erection of six-story brick building 107x119 feet, of ordinary construction; cost \$50,000. Lewis & Burnham, Lynchburg, Va., prepared the plans.*

Florence, Ala.—Sanitarium.—The Alpine Sanitarium Co. has been organized, with Dr. Charles M. Watson, president; T. M. Rogers, vice-president, and A. E. Walker, secretary-treasurer, to establish a sanitarium on 30 acres of ground recently secured.

Florence, S. C.—Business Building.—William R. Barringer has purchased site on which to erect brick business building.

Fort Moultrie, S. C.—Post Exchange and Gymnasium.—Sealed bids, marked "Proposals for Construction," and addressed F. W. Cole, Q. M., will be received until June 17 at Fort Moultrie, S. C., for constructing post exchange and gymnasium. Information furnished on application. United States reserves usual rights.

Fort Washington, Md.—Post Exchange and Gymnasium.—Sealed bids, marked "Proposals for Post Exchange and Gymnasium Building," addressed to Lieut. F. L. Dengler, constructing quartermaster, Fort Washington, Md., will be received until June 16 for constructing, including plumbing, heating and electric wiring, a brick post exchange and gymnasium building at Fort Washington. Information regarding plans and specifications may be obtained at office of constructing quartermaster, Fort Washington; at office of depot quartermaster, Philadelphia, Pa., and at office of quartermaster, Fort McHenry, Baltimore, Md.

Fort Worth, Texas.—Dormitory.—The Board of Trustees of the Masonic Home is arranging for building an addition to dormitory at a cost of \$35,000.

Fort Worth, Texas.—Store Building.—The Burton-Peel Dry Goods Co. will erect three additional stories to present two-story building; cost about \$40,000.

Georgetown, S. C.—School Building.—City will vote on the issuance of \$35,000 of bonds for the erection of school building. Address The Mayor.

Greensboro, N. C.—Building.—Plans are being prepared for an addition to be erected to the Keeley Institute, W. H. Osborn, president.

Greenville, Fla.—Bank Building.—A new bank, organized with E. J. Hays, president, will erect bank building.

Hattiesburg, Miss.—Business Building.—Graham Construction Co. has contract to erect three-story brick business building for A. D. Draughan; cost \$750,000.

High Point, N. C.—Residence.—W. J. Armfield's residence, referred to last week, will be a 12-room structure, brick and stone construction, electric-lighting fixtures; bids to be opened about June 15 for construction, and proposals are invited from nearby contractors; plans and specifications by Wheeler, Runge & Dickey of Charlotte, N. C.

High Point, N. C.—Dwelling.—J. W. Woodlin has contract to erect \$5000 residence for Geo. A. Matton, for which Wheeler, Runge & Dickey of Charlotte, N. C., were reported last week as preparing plans.

Houston, Texas.—Office Building.—The Houston Land & Trust Co. has accepted plans for five-story office building, previously reported to be erected; structure to be of steel-frame fireproof construction, 25x100 feet.

Houston, Texas.—Business Building.—Joe Hornberger is having plans prepared by H. C. Cooke for the erection of three-story brick business building 50x100 feet.

Huntington, W. Va.—Hotel.—Frederick Hotel Co. has been incorporated with \$50,000 capital stock by L. H. Cox, George F. Miller, C. W. Watts, R. L. O'Neal and E. E. Williams to conduct a hotel.

Huntington, W. Va.—College Building.—The Board of Regents of the State Normal Schools will receive bids until June 26 for the erection and completion of a building upon the Marshall College grounds. Bids may be made for the entire contract, including heating, plumbing and lighting, or may be made for each part of the work separately. Plans and specifications may be seen at the college, Huntington; at the offices of Thomas C. Miller, superintendent, Charleston, W. Va.; W. M. Straus, Parkersburg, W. Va.; Wheeling Intelligencer, Wheeling, W. Va.; in care of Hon. E. L. Dunn, Hinton, W.

Va. Certified check for 2½ per cent. of bid must accompany bid. Usual rights reserved.

Johnson City, Tenn. — Church. — Market Street M. E. Church, South, contemplates the erection of \$20,000 edifice; Jas. A. Martin, chairman building committee.

Kansas City, Mo. — Clubhouse. — The Kansas City Lodge of Elks will erect an addition to clubhouse at a cost of \$40,000.

Kansas City, Mo. — Business Building. — F. H. Thwing has purchased site on which to erect a three-story business building.

Kansas City, Mo. — Business Building. — Geo. Thompson, 3511 Morrell avenue, has contract to erect two-story brick building for W. H. Hackett, 3602 St. John avenue, reported last week; to be of fireproof construction, 50x50 feet, equipped with steam heat, electric lights, and cost \$12,000. F. W. Parker, 3513 Lexington avenue, prepared the plans.

Knoxville, Tenn. — Store Building. — C. M. McGhee is having plans prepared by Bauman Bros. for the erection of five-story building 50x150 feet, of mill construction, to be erected in place of structure recently burned. Steam heat, electric and gas lights will be installed; cost \$50,000.

Lafayette, La. — Bank Building. — Bank of Lafayette will receive bids until June 20 for the erection of a two-story brick and stone building. Plans and specifications furnished on application.

Le Compté, La. — School Building. — John Mitchell of Cheneyville, La., has contract to erect school building, previously reported.

Little Rock, Ark. — Warehouse. — Ewing & Truett have contract to erect four-story brick warehouse for the Little Rock Furniture Co., replacing building recently burned; cost \$16,000.

Louisville, Ky. — Lodge Building. — R. E. Lee Council No. 11, J. O. U. M., has purchased site on which to erect three-story building. Electric lights, steam heat and an electric elevator will be installed.

Magee, Miss. — School Building. — City has let contract to H. A. Polk at \$3225 for the erection of proposed school building.

Marion, Ky. — Business Buildings. — G. F. Jennings has contract to erect two two-story brick business buildings for Mrs. F. Stobie.

Marion, Ky. — Hotel. — Yandell & Orme are completing arrangements for the erection of proposed hotel.

Marion, Ky. — Office Building. — Boston & Paris have contract to erect proposed two-story office building for S. M. Jenkins.

Meadville, Miss. — Jail Building. — Board of Supervisors of Franklin county has awarded contract to the Pauly Jail Building Co. of St. Louis, Mo., for the erection of proposed jail building; cost \$6450.

Memphis, Tenn. — Dwelling. — Harry P. Johnson has purchased site on Central avenue on which to erect residence.

Memphis, Tenn. — Hotel. — It is reported that a 16-story hotel building will be erected, and S. T. Carnes and Frank G. Jones are interested.

Memphis, Tenn. — Flat Building. — Dr. T. J. Crofford, previously reported as having purchased site at 210 North 3d street on which to erect two-story brick flat building, has purchased site adjoining and will erect double flat building of brick and stone to cost about \$40,000.

Memphis, Tenn. — Church. — Strangers' Congregational Church contemplates the erection of edifice. Address The Pastor.

Memphis, Tenn. — Dwelling. — J. E. Cole has contract to erect two-story brick and shingle residence, 29x32 feet, for J. P. Jordan, referred to last week; cost \$6000, and to be equipped with hot-air-heating plant, electric and gas fixtures. B. C. Alsop & Co. prepared the plans.

Memphis, Tenn. — Dwellings. — The Mississippi Bond & Investment Co. will erect 60 residences in the Montgomery Park addition.

Memphis, Tenn. — Shipping Station and Warehouse. — Linden Shipping Co. has been organized with D. W. Fly, president; R. Brinkley Snowden, vice-president, and John H. Watkins, secretary-treasurer, for the erection of co-operative shipping station and warehouse, reported in May to be built at a cost of \$250,000.

Memphis, Tenn. — Dwelling. — John H. Pepper will erect a two-story stone residence to cost about \$20,000.

Mobile, Ala. — Bank Building. — The Peoples' Bank will erect addition to building at a cost of \$18,000.

Montgomery, Ala. — Apartment-house. — D. Scovel of Atlanta, Ga., has had plans prepared by B. B. Smith of Montgomery for the erection of a three-story brick and stone apartment-house at 19 Adams street.

Nashville, Tenn. — Church. — Humphreys Street M. E. Church, South, will erect brick edifice to cost \$5000. Address The Pastor.

Nashville, Tenn. — Dwelling. — T. S. Marr has prepared plans for two-story brick residence to be erected by H. F. Earthman at a cost of \$5000.

Nashville, Tenn. — Dwelling. — F. M. McNeil has let contract to Fred Fuller for the erection of proposed two-story concrete-block residence after plans by T. S. Marr.

Nashville, Tenn. — Warehouse. — The Nashville Roofing & Paving Co. has purchased site on which to erect \$10,000 warehouse.

New Orleans, La. — Building. — Louis P. Rice has secured permit to erect six-story building with composition roof at a cost of \$35,000.

New Orleans, La. — Library Building. — The Board of Directors of the New Orleans Public Library will have plans prepared for the erection of a two-story building to cost \$214,000, complete with books and furniture.

New Orleans, La. — Store Building. — A syndicate represented by Messrs. Schwartz & Isaacs has purchased at \$675,000 the Maison Blanche property located at Canal and Dauphine streets, and it is stated will erect a 10 or 12-story fireproof building.

New Orleans, La. — Dwelling. — Mrs. C. Newman will erect two-story residence with stone-veneered front at a cost of \$35,000.

New Orleans, La. — Hospital. — Bids marked "Proposal for Building" and addressed to Slim Wels, chairman, care of Favrot & Livaudais, Ltd., architects, 839 Gravier street, New Orleans, will be received until July 22 for the erection and entire completion of a three-story fireproof brick hospital for the Touro Infirmary and Hebrew Benevolent Association according to plans and specifications, which can be had at the architect's office. Certified check for \$2500, payable to the Touro Infirmary and Hebrew Benevolent Association, must accompany each bid. Usual rights reserved.

New Orleans, La. — Hotel. — The La Baronne Hotel Realty Co., reported last week as having plans prepared by Toledano & Wogan, 730 Common street, for hotel building, will let contract some time in August for the erection of 10-story fireproof structure to be equipped with steam heat, electric-light and power plant, etc.; cost \$500,000. Hotel to be operated by the Hotel Denechaud Co.

Newport, Ark. — Jail. — The Building Commissioners of Jackson county, E. L. Boyce, county judge, will open proposals June 28 for the construction of their proposed jail building, the structure to cost about \$15,000.

North Augusta, Ga. — School Building. — E. Kirkland has contract at \$11,000 for the erection of school building, previously reported.

Northeast, Md. — School Building. — A. M. Strickland of Elkton, Md., has contract at \$8500 for the erection of high-school building previously mentioned.

Opelousas, La. — Hotel. — The Opelousas Development & Improvement Co. is arranging for the erection of its proposed three-story brick hotel building 75x150 feet.

Orangeburg, S. C. — Warehouse. — Chartered: Orangeburg Warehouse Co., with \$6000 capital stock, by I. S. Harley, G. L. Salley, R. E. Wannamaker and John S. Rowe.

Parsons, Tenn. — Residence. — Parsons Improvement Co. will build a residence.

Pensacola, Fla. — Building. — Bids endorsed "Proposals for Power-House Building" will be received until July 15 at the bureau of yards and docks, Navy Department, Washington, D. C., for constructing a brick and steel building at the navy-yard, Pensacola. Plans and specifications can be seen at bureau, or will be furnished by the commandant of the navy-yard, Pensacola, on deposit of \$10; Mordecai T. Endicott, chief of bureau.

Pine Bluff, Ark. — Warehouse. — Marsh & Riley are having plans prepared for the erection of brick warehouse, 150x140 feet.

Plaquemine, La. — Courthouse. — John Arthur of Shreveport, La., is lowest bidder at \$39,500, and has been awarded contract for the erection of courthouse for Iberville parish previously reported.

Raleigh, N. C. — Dormitory. — C. A. Pegram has been awarded contract for the erection of proposed dormitory at the Soldiers' Home.

Richmond, Va. — Jail-building Improvements. — Bids will be received until June 22 at the office of W. E. Cutshaw, city engineer, Richmond, for additions to city jail. Plans and specifications on file at city engineer's office. Certified check for \$250 must accompany each bid. The committee on grounds and buildings reserves usual rights.

Richmond, Va. — Memorial Hall. — Confederate Memorial Association, Clement A. Evans, Atlanta, Ga., president, is completing arranging for the erection of proposed \$200,000 Confederate Memorial Hall.

Ringgold, Ga. — Jail Building. — Catoosa County Commissioners have awarded contract to the Manly Machine Co., Dalton, Ga., for the erection of proposed jail building.

Rocky Mount, N. C. — Bank Building. — The Planters' Bank will arrange for its proposed bank building to be erected next spring; site 50x110 feet has been purchased. Plans and specifications are wanted. Address J. C. Braswell, president.

San Angelo, Texas. — School Building. — Z. D. Gafford has contract at \$22,136 for the erection of proposed school building.

Sarasota, Fla. — Sanitarium. — The Peninsular Improvement Co. has let contract for the erection of a \$12,000 sanitarium.

Selma, Ala. — Office Building. — O. M. Cawthon will erect a five-story brick office building, and wants to correspond with architects.

Sheffield, Ala. — Business Building. — The Mobile Real Estate Co. will erect three business buildings.

St. Elmo, Tenn. — School Building. — Town is having plans prepared for a two-story brick school building; Charles Watson, Jr., chairman school board.

St. Louis, Mo. — Store Building. — Thomas Dunn will erect four-story brick building to cost \$50,000.

St. Louis, Mo. — Apartment-house. — Ettrick Realty Co. will erect a three-story apartment-house.

St. Louis, Mo. — Flat Building. — A. A. Fisher Architectural & Building Co. will erect a three-story flat building.

St. Michaels, Md. — School Building. — Owens & Sisco, 14 East Lexington street, Baltimore, Md., are reported as preparing plans for proposed school building.

St. Petersburg, Fla. — Hotel. — W. G. King has contract to erect hotel for C. W. Baxter of Grand Rapids, Mich., reported last month. G. E. Sykes prepared the plans; structure to be of frame, 86x121 feet, equipped with steam heat, electric lights, etc.

Sumter, S. C. — Hotel Improvements. — A. J. Moses is arranging for the erection of three-story brick and stone addition to the Jackson Hotel.

Terrell, Texas. — Elks' Home. — Local lodge of Elks has had plans prepared for the erection of proposed home.

Tulsa, I. T. — Business Building. — Peter Lighthausser of Defiance, Ohio, has had plans prepared by Lee Mathews for the erection of a two-story building 30x100 feet.

Vandalia, Mo. — School Building. — Board of Education will open bids June 29 for the erection of a 14-room school building; plans and specifications on file in the office of board and J. M. Dunham, architect. Odd Fellows' Building, St. Louis, Mo. Certified check for \$150, payable to A. L. Branstetter, secretary, must accompany each bid. Usual rights reserved.

Washington, D. C. — Building. — Henry B. F. Macfarland and John Biddle, commissioners, Washington, D. C., will receive bids until June 26 for the construction of a police-court building on the northeast corner 6th and D streets. Forms, specifications and necessary information may be obtained on application.

Washington, D. C. — Apartment-house. — Hugh Wallace is having plans prepared by B. F. Meyers for a three-story apartment-house 40x130 feet to be erected at a cost of \$35,000.

Washington, D. C. — Store and Flat Building. — Mrs. Anna Krickstein is having plans prepared by B. F. Meyers for the erection of three-story store and flat building to cost \$11,000.

Washington, D. C. — Dwelling. — W. F. Wollard is having plans prepared by B. F. Meyers for a two-story residence 28x53 feet to be erected in Cleveland Park.

Washington, D. C. — Business Building. — Hugo Worch is having plans prepared by B. F. Meyers for a five-story building 25x118 feet, with brick and plate-glass front; cost \$90,000. Three passenger and freight elevators will be installed.

Washington, D. C. — Laboratory Building. — B. F. Meyers is preparing plans for three-story laboratory building 40x100 feet, of red brick with stone trimmings, to be built by the Department of Agriculture.

Washington, D. C. — Apartment-houses. — George N. Saegmuller is having plans prepared by Architect Goenner for the erection of five three-story apartment-houses on site recently purchased.

Water Valley, Miss. — Jail Building. — Board of Supervisors of Yalobusha county has adopted plans and specifications by the Southern Structural and Iron Works of San Antonio, Texas, for \$15,000 jail building pre-

viously reported to be erected; J. Leland Trusty, clerk.

Westville, Miss. — Courthouse. — Board of Supervisors of Simpson county will receive plans and specifications until July 3 for repairing courthouse.

Whitewright, Texas. — Bank Building. — J. M. Innis, Dallas, Texas, has contract to erect two-story building, 25x100 feet, for the First National Bank, previously reported; cost \$15,000. George Lindsay, Greenville, Texas, prepared the plans.

Wilmington, N. C. — Store Building. — T. W. Wood contemplates erecting store building.

Wrightsville, Ga. — College Building. — C. E. Choate, Augusta, Ga., is preparing plans for brick and stone building reported last week to be erected by the Nannie Low Warthen Institute; cost about \$18,000. N. F. Daley is chairman board of trustees.

Yazoo City, Miss. — Opera-house. — Yazoo Opera House Co. has been incorporated with \$25,000 capital stock by Mrs. B. Exum, J. R. Lacey, H. E. Priestly and others to erect opera-house previously mentioned.

RAILROAD CONSTRUCTION.

Railways.

Ashland, Ky. — The Intermountain Railroad Co. has been chartered to build a line from a point in Martin county to Pigeon Roost on Wolf creek, 14 miles. John F. Hager and M. F. Fleming of Ashland, Ky., and E. C. Lyon of Caldwell, N. J., are the incorporators.

Asheville, N. C. — President R. S. Howland of the Asheville & Craggy Mountain Railway is quoted as saying that its line now under construction is from Craggy to Democrat, N. C., 17 miles, and three miles are completed. The R. H. Tingley Company, 29 Broadway, New York, are the engineers.

Baltimore, Md. — George T. Bishop, president of the Washington, Annapolis & Baltimore Electric Railway and also of the Baltimore Terminal Co., with offices in the Maryland Trust Building, says that the proposed line from Baltimore to Washington can be completed in 15 months, provided that right of way in the city is granted. The company has recorded a mortgage to secure \$3,000,000 of 5 per cent. bonds.

Baltimore, Md. — M. A. Munn, chief engineer of the Washington, Baltimore & Annapolis Electric Railway, it is reported, will immediately begin a survey to complete the line.

Birmingham, Ala. — Redmond & Gabbett, contractors, of Birmingham, have, it is reported, been given a contract by the Central of Georgia Railway to build a branch from Henry Ellen, Ala., 10 miles to coal fields. The company, it is reported, also has other extensions in view. Henry M. Steele is chief engineer at Savannah, Ga.

Birmingham, Ala. — Moore & Evans are reported to have a contract to build a branch railroad for the Tunnel Coal Co. not far from Leeds, Ala. Ross C. Smith is president of the coal company.

Bremen, Ga. — The grading contract for the Bremen & Southwestern Railway is reported let, construction to begin immediately.

Bristol, Tenn. — The South & Western Railway is reported to be locating a line along the Holston river northwest to Johnson City, Tenn., for its projected extension to and up the valley of the Clinch river to Tom's Creek, Va.

Charlotte Court House, Va. — B. P. Eggleston, president of the proposed Appomattox & Charlotte Railway, is reported as saying that surveys have not yet been started for the line which is to run from Drake's Branch to Appomattox, Va., 20 miles.

Chicago, Ill. — Mr. G. H. Kimball, chief engineer of the Chicago & Alton Railway, writes the Manufacturers' Record that no work has yet been authorized for freight yards at Kansas City, Mo.

Cumberland, Md. — The Cumberland & Westernport Electric Railway Co., the Lonaconing, Frostburg & Midland Railway Co. and the Westernport & Lonaconing Electric Railway Co. have elected officers as follows: DeWarren H. Reynolds, president; D. P. Hartzell, secretary and treasurer; William R. Miller, general manager. A number of improvements are to be made.

Dallas, Texas. — Reported that Jeff Reagan and others are organizing a company to build an electric line from Dallas to Palestine, Texas.

Dallas, Texas. — Concerning recent work by the company, Mr. B. S. Wathen, chief engineer of the Texas & Pacific Railway, writes the Manufacturers' Record that the line from Reisor to Shreveport, La., was recently relaid with 75-pound steel, and some heavier rails are now being laid north of Baton

Rouge Junction towards Marshall, while gravel ballasting is under way from Baton Rouge Junction towards Ferriday, La. A line of 22 miles from Melville to Simmsport, La., is being built.

Douglas, Ga.—Mr. B. F. Holtzendorff, superintendent of the Douglas, Augusta & Gulf Railway, writes the Manufacturers' Record confirming the report of the consolidation of the Ocella, Pinebloom & Valdosta Railway with his company. He also says it is intended to extend northward to Augusta soon, crossing the Southern Railway and the Seaboard Air Line near or at Helena, Ga. The extension southward from Nashville, Ga., is not yet fully decided, but it is expected to make a connection to reach the Gulf of Mexico. The stockholders are John McLean, B. Peterson, J. M. Ashley, Quincy & McDonald and others of Douglas, with A. Seasons, J. E. Wadley, G. W. Deen, J. S. Bailey and others of Waycross, Ga.

Dublin, Ga.—The Dublin & Southwestern Railroad has consolidated the Eastman extension with the main line, completed some time ago from Dublin to Rentz. The officers are: President, E. P. Rentz; vice-president, J. J. Simpson; secretary, J. H. Tarver; surgeon, H. H. Stanley; general counsel, John M. Stubbs; associate counsel, D. M. Roberts & Son and W. M. Clements; general manager, W. J. Kessler; treasurer, Thomas M. Pierce; directors, E. H. Rentz and John M. Stubbs, Dublin; M. H. Edwards, W. H. Cotter and Sol Hermann, Eastman; J. J. Simpson and W. D. Harper, Atlanta.

Easley, Ala.—A movement is under way to build an electric railway to connect Easley and Anderson. Among those interested are Mayor J. T. Latham, Dr. R. F. Smith and others of Easley and Gen. M. L. Bonham and others of Anderson, Ala.

Fairmont, W. Va.—Joseph Fucy and the Ferguson Construction Co. are reported to have the contracts for the line of the Fairmont & Clarksburg Traction Co.

Fayetteville, W. Va.—The Fayette & Fayetteville Railroad Co. has been incorporated to build a line between the two points named. The incorporators are E. G. Pierson, A. M. Kincaid, J. W. Daniel, William Grafton and J. W. St. Clair.

Fayetteville, W. Va.—Reported that A. L. Roberts, superintendent of the Victoria Coal Co., will apply for a charter to build an electric railway about three miles long which will connect Fayetteville and Fayette Station.

Hopkinsville, Ky.—The Hopkinsville Belt Line Railroad Co. has been incorporated to build a belt line about four miles long, connecting with the Illinois Central, the Tennessee Central and the Louisville & Nashville railroads. The incorporators are H. M. Walton, Dr. J. B. Jackson, L. C. Cravens, W. R. Wicka, J. B. Russell, J. M. Renshaw and M. O. Mason.

Houston, Texas.—The route of the proposed Houston, Beaumont & Red River Railway, it is announced will be 294 miles long from Houston via Humble, crossing the Perry river 16 miles north of Liberty, Texas; thence via Bason and Sour Lake, Texas, and across the Sabine river to Leesville, La., and from there to Alexandria, La. The company is said to contemplate extending to Natchez and Vicksburg, Miss. Rights of way secured for the line to Alexandria and contracts are soon to be let.

Houston, Texas.—Reported that the Southern Pacific will extend the Hawkinsville branch to Velasco, Texas. A. V. Kellogg is engineer maintenance of way.

Jackson, Miss.—The governor has granted a charter to the Memphis & Pensacola Railroad Co., which proposes to build from Memphis, Tenn., via Meridian, Miss., to Pensacola, Fla. The incorporators are Elmer T. Haines, William C. Roberts, George A. Scott and H. I. Willey of New York and F. Floyd Woodworth of Kinderhook, N. Y.

Kingsville, Texas.—Mr. Jeff N. Miller, vice-president and general manager of the St. Louis, Mexico & Brownsville Railway, writes the Manufacturers' Record concerning the recent press report that the company would build from Brownsville, Texas, to Tampico, Mexico. He says the company has not considered such an extension at all. The contractor is reported to have practically finished grading on the extension from Sinton to Bay City, and construction is under way from the latter point to Alcoa, Texas, a total distance of 215 miles. Expected to operate line from Robstown to Refugio, 44 miles, by July 15. Tracklaying is also in progress from Bay City towards Sinton.

Kirksville, Texas.—The Jasper & Eastern Railway, Santa Fe system, has been completed as far as the Sabine river, 18 miles. Grading for the bridge is about finished on the Louisiana side.

Kirksville, Mo.—Mr. J. M. McCall writes

the Manufacturers' Record that it is proposed to build either a steam or electric railroad from Hannibal, Mo., to Kirksville, about 80 miles, to be known as the Hannibal & Kirksville Railroad. It will connect the main line of the Wabash Railroad at Hannibal with its Des Moines branch at Kirksville. It is expected to perfect an organization this month.

Lynchburg, Va.—Mr. M. H. Garland writes the Manufacturers' Record confirming the report that he has made a survey to extend a narrow-gauge railroad for the Monroe Lumber Co. The line runs from Crystal Hill Station, on the Norfolk & Western Railway, for two or three miles, and this is to be extended for logging purposes.

Huntington, W. Va.—The Clear Valley Railroad Co. of Boyd county, Kentucky, has been incorporated to build a line five and one-half miles long from Tug Fork to the mouth of Peter creek in Pike county. The incorporators are E. C. Lyon of Caldwell, N. J.; Charles Stillman and G. R. Hedley of Huntington, W. Va.

Kansas City, Mo.—Concerning the report that the company would build an extension to New Orleans, an officer of the Kansas City Southern Railway writes the Manufacturers' Record that he has not been officially informed of any such plan.

Louisville, Ky.—The Louisville, Henderson & St. Louis Railroad will, it is reported, build a branch from Henderson, Ky., to Uniontown, Ky., about 18 miles. R. N. Hudson is chief engineer at Cloverport, Ky.

Marshall, Texas.—Capt. L. W. Lloyd, vice-president and general manager of the Gulf, Texas & Northern Railroad, is reported as saying that the engineers are in the field, three parties being at work. The line will run from the Red river near Paris, Texas, to Sabine Pass, Texas, where terminal facilities have been secured. It will connect at the northern end with the Denver, Enid & Gulf Railroad.

Mobile, Ala.—The Mobile, Jackson & Kansas City Railroad, it is reported, now lacks only about 30 miles of being completed all the way from Mobile to Middleton, Tenn. Tracklaying is in progress north of Union, Miss., and soon the line will also be finished near Noxapater, Miss.

Morganfield, Ky.—J. K. Waller, secretary of the Morganfield & Atlanta Railway, is reported as saying that on June 24 grading contracts will be let for the proposed line from Morganfield to Providence, Ky., 28 miles. W. W. Olney is chief engineer.

Nashville, Tenn.—Reported that the Tennessee Central Railroad will build an extension from Clarksburg, Tenn., up the Cumberland river to the Ohio river, as well as to extend the Hopkinsville line to Paducah. General Manager Clark is quoted as saying that the company cannot yet make any detailed statements of its plans. Concerning the press report that a survey would be made from Hopkinsville, Mr. L. F. Lonnbladh, chief engineer, writes the Manufacturers' Record that nothing definite has been decided in regard to the extension.

Nashville, Tenn.—The Nashville, Crocker Springs & Ridgeway Electric Railway Co. has elected the following directors: W. P. Ready, president and general manager; W. J. Cummins, vice-president; H. G. Hill, secretary; Watkins Crocker, treasurer; W. C. Dillrell, J. H. Bruce, W. K. Phillips and George S. Parkes. The company proposes to operate gasoline-electric cars on its line, which is to be built from Nashville to Crocker Springs and later to Ridgeway.

Newport News, Va.—Reported that a company will be organized to build an electric railway from Newport News to Bethel and Yorktown, Va., with a spur along the York river to Poquoson. Among those reported interested are L. P. Stearnes, J. L. Patton, O. D. Batchelor, J. E. T. Hunter, Edward J. Patton, A. L. Powell and W. R. Perkins.

Norfolk, Va.—The Ocean View & Pine Beach Railway Co. has been incorporated by R. L. Page, president; B. W. Leigh, vice-president, and M. C. Elliott, secretary and treasurer.

Norfolk, Va.—J. R. Marsh, chief engineer, is reported as saying that a new railroad, the Virginia, Missouri & Western, is to be built from Norfolk to San Francisco. J. Allen Gaylord & Co., New York, are said to be the bankers interested in the plan. It is also rumored that a Belgian syndicate, including King Leopold, is interested. A further report says that J. Harry Brown of Pittsburgh, who purchased water-front properties near Norfolk, is interested in the company.

Norfolk, Va.—C. P. Howard, chief engineer of the Tidewater Railway, is reported as saying that the route from Norfolk to the West Virginia boundary will be via Suffolk, Meherrin, Brookneal, Roanoke, Salem and

Glenlyn, Va. It will be 343 miles long, connecting with the Deepwater Railway, 116 miles long. On the Deepwater Railway line has been completed from Deepwater southeast for 20 miles, but it is graded to the Guyandotte river, 59 miles. Grading is now under way from the Guyandotte river to the Bluestone river, 25 miles. On the Tidewater Railway the contractors, Sands & Oliver, have begun grading.

Oklahoma City, O. T.—President G. B. Stone of the Oklahoma City & Texas Railroad is reported as saying that surveys have begun under J. W. McCrickett, chief engineer, for the proposed line from Oklahoma City via Lindsay, I. T., to Wichita Falls, Texas, 143 miles.

Oklahoma City, O. T.—J. W. Shartell is reported as saying that work will begin in about three weeks on the electric railway from Oklahoma City to Guthrie, 30 miles. There will first be built that part of the line from Oklahoma City north to Edmund, on which some grading has been completed for some time.

Orange, Texas.—Ricker & Lee of Galveston, Texas, it is reported, have a contract to clear right of way for 26 miles of the Orange & Northwestern Railway's extension between Buna and Newton, Texas. C. E. Slade of Orange has a contract for five miles, the total length of the extension being 31 miles.

Patrick, Va.—Messrs. Hooker & Chaffin are reported to be buying rights of way for a railroad from the iron-ore mine in Patrick to Philpott, Va.

Plant City, Fla.—The Plant City, Arcadia & Gulf Railroad is reported to have finished 15 miles of line. F. A. Wheeler is chief engineer.

Port Arthur, Texas.—Engineers for the Port Arthur & Houston Short Line are, it is reported, pushing the survey through to the Trinity river. Ten miles have already been located and specifications are in the hands of contractors. Hans Falkenberg is chief engineer.

Portsmouth, Va.—Mr. W. W. Gwathmey, Jr., chief engineer of the Seaboard Air Line, in a letter to the Manufacturers' Record, denies the press report that the company would build a branch from Aragon, Ga., to Rome, Ga.

Richmond, Mo.—The Richmond & Henrietta Railway Co. has been chartered to build a line five miles long from Richmond to Henrietta, Mo. The incorporators are James L. Farris, Jr., W. M. Hughes, C. G. Hubbell and others.

Richmond, Va.—The Farmville & Powhatan Railroad, from Bermuda Hundred to Farmville, Va., about 90 miles, has been sold at public auction to Henry R. Miller, William M. Habbston and associates, and it is said that the line will be extended under its charter, which permits it to build to Kentucky and Tennessee.

Sandersville, Ga.—The East & West Railroad, now building from Sandersville to Sparta, 17 miles, has renewed its charter. The incorporators are Seaborn Reese, R. B. Baxter, E. A. Rozier, William A. Burwell and John D. Walker of Sparta, W. B. Bennett, Charles V. Smith, Henry M. Carroll, William H. Smith of Sandersville and Izzie Bashinski of Tennille, Ga.

St. Louis, Mo.—The Missouri, Kansas & Texas Railway is reported to have completed a survey for a new line from Osage to Wichita, I. T. S. B. Fisher is chief engineer.

Sylvania, Ga.—The Sylvania & Savannah Railway Co. has been granted a charter to build a line about 20 miles long from Sylvania to the Savannah river at a point between Hudson's Ferry and Poor Robin Landing. The incorporators are P. A. Mock, L. H. Hilton, H. S. White, J. W. Overstreet, A. S. Anderson, H. A. Boykin, J. A. Ennis, R. L. Smith, T. A. Mock, J. R. Wells, G. M. Overstreet, Jack C. Reddick, J. J. B. Morel and W. J. Cooper, all of Sylvania.

Velasco, Texas.—Some railroad development is now expected since the bondholders have secured possession of the Texas Land & Immigration Co.'s assets, including property on the river front. E. D. Dorchester represented the bondholders.

Washington, D. C.—Reported that the Augusta Southern Railroad, Southern Railway system, has voted \$100,000 of bonds, part of which will be used for improvements. W. H. Wells is engineer of construction at Washington.

Wheatcroft, Ky.—Irving H. Wheatcroft has, it is reported, begun construction of the Kentucky Midland Railroad from Wheatcroft to Providence, Ky., about seven miles. Final location is being made.

Wichita, Kans.—O. A. Boyle, president of the Arkansas Valley Interurban Railway,

has applied for a franchise in Tulsa, I. T. Engineers are now surveying for the proposed line from Arkansas City southeast to coal fields near Tulsa.

Wildman, O. T.—Reported that survey has been made for 15 miles for the proposed Wildman Central & Wichita Mountain Railway. E. A. Williams is chief engineer at Wildman.

Zachary, La.—The Zachary & Northeastern Railway Co. has filed a charter to build a railroad from Zachary northeast to Pride, La., about 12 miles. The incorporators are A. L. Tucker, E. F. Tucker, W. Y. Millican, T. W. Millican, John H. Millican, Joseph Millican and John H. Tucker. W. Y. Millican is president; Thomas W. Millican, vice-president, and John H. Millican, secretary and treasurer.

Street Railways.

Chattanooga, Tenn.—S. W. Divine is reported as saying that he will organize a company to build an electric line up Lookout Mountain.

Fairmont, W. Va.—Reported that the Fairmont & Clarksburg Traction Co. will extend its line at Clarksburg to the grounds of the West Virginia Fair Association.

Hickory, N. C.—The Hickory Electric & Power Co. has, it is reported, been granted a franchise to operate and build a street railway, work to begin October 1. Col. M. E. Thornton and associates are interested.

Mobile, Ala.—Reported that Col. Frank B. Merrill, Capt. A. C. Danner, W. K. Warren and others are seeking a franchise to build a new electric railway system in Mobile. The Central Trust Co. is said to be interested.

New Orleans, La.—The Algiers Railway & Lighting Co., with office at New Orleans, has published its charter. It proposes to build a railway in Algiers, La. The directors are Leigh Carroll, president; L. H. Marro, vice-president; Lynn H. Dinkins, Sam Henderson, Jr., and J. W. Carroll.

South McAlester, I. T.—Reported that William Busby has been appointed receiver of the Indian Territory Traction Co., owning the South McAlester Street Railway & Interurban Line, and it is said that contemplated extensions will be rushed.

St. Augustine, Fla.—J. D. Lawrence of Jacksonville, one of the incorporators of the Jacksonville, Suburban & Seashore Electric Railway, has, it is reported, proposed to build a street railway in St. Augustine.

Stanton, Va.—The Blue Ridge Light & Power Co. has begun operating a street-car system. J. M. Spotts is president.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Architects.—Planters' Bank, J. C. Braswell, president, Rocky Mount, N. C., wants plans and specifications for bank building, and architects are invited to correspond.

Architects.—O. M. Cawthon, Selma, Ala., wants to correspond with architects relative to plans and specifications for five-story brick office building.

Bag Manufacturers.—Barataria Canning Co., Biloxi, Miss., wants to correspond with manufacturers relative to purchase of bags. It invites samples and prices on 33x40 cut size bags strong enough to hold 100 pounds.

Bobbin and Shuttle Machinery.—Stanley J. Stevens, Chester, Pa., is in the market for machinery for making bobbins, shuttles and insulator pins.

Boiler.—Stanley J. Stevens, Chester, Pa., is in the market for a 20-horse-power boiler. (See "Engine and Boiler.")

Boiler.—Robert J. Bell, Ethel, Miss., will be in the market for a 30-horse-power boiler.

Bollers.—White, Dixon & Co., Mont, Ky., want one boiler, 54 inches diameter by 48 feet, or two boilers of equal power, for iron furnace; second-hand preferred if in good condition.

Boilers.—O. R. Whitney, 39-41 Cortlandt street, New York, N. Y., wants two second-hand locomotive or vertical boilers, 60 horsepower, for 100 pounds of steam or over, with all fittings complete, in good condition; wanted for immediate delivery.

Boiler Grates.—Louisburg Cotton Oil Co., Louisburg, N. C., is in the market for coal and wood grates for return tubular boilers. State different styles and prices.

Box Machinery.—J. C. Holland, Columbus, Ga., wants addresses of manufacturers of machinery for making wooden boxes or cases such as are used for shipping yarn, 84-needle hosiery, etc.

Brick Machinery.—Louisiana Lumber Co., Oklahoma City, O. T., wants addresses of manufacturers of machinery for making sand-lime bricks.

Brick Manufacturers.—Louisiana Lumber Co., Oklahoma City, O. T., wants addresses of sand-lime brick manufacturers.

Bridge Construction.—Board of Bridge Commissioners of Pike county, Pikeville, Ky., will receive bids until July 6 for a concrete sub and steel superstructure, 150-foot span C, to C, 16-foot clear roadway; capacity 160 pounds. Address Judge W. O. B. Ratliff, Pikeville, Ky.

Bridge Construction.—Bids will be received until June 17 for the construction of a 60-foot steel bridge over Craven's creek, with necessary masonry. Separate bids for bridge and masonry may be filed. Plans and specifications can be had by applying to R. W. Kime, commissioner, Salem, Va.

Building Equipment and Supplies.—D. J. Haire, Gulfport, Miss., is in the market for steel ceilings, roofing tiles, roofing slates and crushed stone for concrete work.

Building Materials.—J. T. Maguire, Baton Rouge, La., wants prices on steel ceilings, iron work, tile flooring, drug-store fixtures, soda-parlor fixtures, sash, doors, blinds, electric-light fixtures, plumbing goods, etc., for \$10,000 building.

Building Materials.—Stephens & Ault, 67 St. Francis street, Mobile, Ala., want catalogues and prices on building materials.

Capsule Filler.—See "Metal Workers."

Carousals.—N. W. Pitman, Athens, La., wants prices and catalogues of hand-power merry-go-rounds.

Castings.—American Novelty Co., 59 Bank street, Norfolk, Va., is in the market for castings of different kinds.

Cement-block Machinery.—Bull & Taylor, Cameron, S. C., want to correspond with manufacturers of machinery for making cement building blocks.

Chimney Construction.—Bids endorsed "Proposals for Chimney" will be received until July 15 at the bureau of yards and docks, Navy Department, Washington, D. C., for a 150-foot radial brick chimney for the navy-yard, Pensacola, Fla. Plans and specifications can be seen at the bureau or will be furnished by the commandant, Pensacola; Mordecai T. Endicott, chief of bureau.

Coaling Plant.—Sealed proposals, endorsed "Proposals for Coaling Plant," will be received at the bureau of yards and docks, Navy Department, Washington, D. C., until July 15 for coal-handling and storage plant at the navy-yard, Pensacola, Fla. Plans and specifications can be seen at the bureau or will be furnished by the commandant of the navy-yard, Pensacola; Mordecai T. Endicott, chief of bureau.

Concentrating Plant.—See "Mining and Milling Machinery."

Cotton-gin Equipment.—Robert J. Bell, Ethel, Miss., will be in the market for equipment for cotton gin, including press.

Cranes.—Fitz-Hugh-Luther Company, 1647-1648 Monadnock Building, Chicago, Ill., is in the market for one or more locomotive cranes from 2 to 30 tons capacity.

Cranes.—Davis Foundry and Machine Works, Rome, Ga., is in the market for two traveling cranes, hand power, about seven tons capacity, 35-foot span; second-hand, in good condition, preferred. State lowest price, particulars, cuts or drawings, maker's name and where can be seen.

Dam Construction.—Bids will be received until July 3 at the United States engineer office, Mobile, Ala., for building dam, abutment and guard cribs at Lock No. 1, McGrew's shoals, Tombigbee river, Alabama. Information furnished on application; W. E. Craighill, major engineers.

Dam Construction.—Marvin McDonald, superintendent and city engineer, Ozark, Ala., will want to correspond with firms relative to constructing 300-horse-power dam.

Ditching Equipment.—Homestead Plantation Co., Polkton, N. C., will want canaling, ditching and grading machinery.

Ditching Machinery.—A. L. McCaskill,

chairman Flea Hill Drainage Commission, Fayetteville, N. C., wants addresses of manufacturers of ditching machinery.

Drainage System.—See "Sewerage System, etc."

Drill.—J. W. Foster, Schuyler, Va., wants to hire a diamond-core drill. State terms, description, etc.

Drilling Equipment.—See "Mining and Milling Machinery."

Drilling Machinery.—Kerrville Oil & Prospecting Co., Kerrville, Tenn., wants bids on drilling machinery or drilling by the foot.

Dry-kiln.—H. L. Davis & Co., 127 East 8th street, Chattanooga, Tenn., will be in the market for dry-kiln.

Electrical Equipment.—P. L. Corker, Waynesboro, Ga., is in the market for a 30 or 35-horse-power motor suitable for running cotton gin; second-hand, in good condition, preferred.

Electrical Equipment.—Wood & Womble, Strong, Ark., will be in the market for a small dynamo and electrical supplies.

Electric-light Plant.—See "Water-works, etc."

Electric-light Plant.—Arkansas, Kansas & Texas Mine & Milling Co., Eureka Springs, Ark., wants electric-light plant for mill and mines.

Electric lighting Fixtures.—J. T. Maguire, Baton Rouge, La., wants prices on electric-lighting fixtures for \$10,000 building.

Electric Machinery.—Parsons Improvement Co., Parsons, Tenn., wants prices on electric machinery.

Electric plant Equipment.—Homestead Plantation Co., Polkton, N. C., wants electrical plant and fixtures.

Electric-wiring System.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until July 11 for the installation of a conduit and electric-wiring system for the United States courthouse and postoffice, Lincoln, Neb., in accordance with drawings and specifications, copies of which may be obtained at the office of supervising architect, or at the office of the superintendent of construction, Lincoln, Neb., at the discretion of the supervising architect.

Engine.—Statesville Oil & Fertilizer Co., Statesville, N. C., is in the market for a new or second hand 8 to 10-horse-power engine.

Engine.—Dixie Fruit Farm & Commission Co., L. E. Lake, manager, Huntington, Ark., wants 5 to 10-horse-power gasoline engine. (See "Refrigerating Machinery.")

Engine and Boiler.—Stanley J. Stevens, Chester, Pa., is in the market for a 20-horse-power boiler and engine.

Engine and Boilers.—See "Water-works, etc."

Engine-pin Makers.—Glover Machine Works, Marietta, Ga., wants to correspond with manufacturers of pins for engine work.

Engines and Boilers.—City of Ozark, Mo., T. L. Robertson, mayor, wants prices on engines and boilers.

Fiberizing Machinery.—Charles R. Fife Company, Box 950, St. Louis, Mo., wants a cheap, light, portable machine for transforming flax straw into flax tow or fiber.

Fire-department Equipment.—City of Ozark, Mo., T. L. Robertson, mayor, wants prices on hose and hose reel, fire plugs, etc.

Gas Plant.—J. T. Maguire, Baton Rouge, La., wants prices on acetylene-gas plant for two-story 64x51-foot store building.

Hardware.—Benton County Casket Co., Bentonville, Ark., wants addresses of firms making casket hardware.

Heating Apparatus.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until July 12 for low-pressure steam-heating apparatus complete in place for the United States postoffice and courthouse building at Deadwood, South Dakota, in accordance with drawings and specifications, copies of which may be had at the office of the supervising architect, or at the office of the superintendent at Deadwood, S. D., at the discretion of the supervising architect.

Hoisting Equipment.—See "Mining and Milling Machinery."

Hoisting Equipment.—Bids will be received until June 27 at the bureau of supplies and accounts, Navy Department, Washington, D. C., for furnishing at the navy-yard, Norfolk, Va., one electric hoist. Applications for proposals should refer to Schedule 293. Blank proposals will be furnished upon application to the navy pay office, Norfolk, Va., or to the bureau; H. T. B. Harris, paymaster-general, U. S. N.

Hoisting Equipment.—C. W. Hancock & Son, Lynchburg, Va., want prices on platform brick elevator and hoisting engine.

Laundry Machinery.—See "Washer, Extractor, etc."

Ice Machinery.—Dixie Fruit Farm & Commission Co., L. E. Lake, manager, Huntington, Ark., wants two-ton ice machine complete.

Ice Plant.—J. T. Maguire, Baton Rouge, La., wants prices on complete equipment for two-ton refrigerating plant for soda-water department.

Laundry Machinery.—Dixie Laundry Co., Montgomery, Ala., will be in the market for laundry machinery.

Lead.—The Alexandria Iron Works, McGill Building, Washington, D. C., wants prices on from 6 to 10 tons of scrap or pig lead.

Lithographers.—F. F. Doering, Anniston, Ala., wants addresses of firms printing lithographed charts or co-ordinate paper, all straight lines and in at least three different colors, preferably four or even five or six, all different, and in solid, broken and dotted lines.

Logging Equipment.—Kanawha Hardwood Co.; Anderson, S. C., is in the market for a log loader to work on three-foot-gauge steel track.

Logging Equipment.—Heth Canfield & Sons, St. Augustine, Fla., will be in the market for a light-log skidder for pulling logs out of pond.

Machine-shop Equipment.—Davis Foundry and Machine Works, Rome, Ga., is in the market for a 10-foot vertical bolting and turning mill, two heads; one milling machine for general machine-shop work, one planer about 44 to 48 inches square by 9 to 10 feet long, one small compressed-air outfit for drilling and chipping; second-hand, in good condition, preferred. State price, give particulars, cuts of machinery, maker's name and where it can be seen.

Machine Tools.—American Keyless Lock Co., O. Katzenberger, manager, Box 87, San Antonio, Texas, will be in the market for screw machine, drill press, polishing lathe, etc.

Merry-go-Rounds.—See "Carousals."

Metal Workers.—American Novelty Co., 59 Bank street, Norfolk, Va., wants to correspond with manufacturers relative to making a patent capsule filler of metal, wood and glass complete.

Mining and Milling Machinery.—Arkansas, Kansas & Texas Mine & Milling Co., Eureka Springs, Ark., wants complete milling and concentrating plant, with steam drills, hoisting outfit, iron for tramway, water pipes, pumping machinery, etc.

Novelty-works Supplies.—American Novelty Co., 59 Bank street, Norfolk, Va., wants striped boards, extra heavy panel cardboard, die-stamped goods, etc.

Ocher Manufacturers.—A. F. Thomas, Lynchburg, Va., wants to correspond with other manufacturers relative to supplying them with raw material.

Oil-mill Machinery.—Seaboard Cotton Oil Co., Savannah, Ga., wants one or two second-hand cottonseed-oil presses; to be in good condition, complete and ready to run.

Paving.—C. H. Scott, W. H. Cobb, A. M. Fredlock, street committee, Elkins, W. Va., will receive bids until June 21 at the mayor's office for paving with brick Davis avenue between Randolph avenue and 12th street, also for putting in stone and concrete curbing, according to plans and specifications on file in the city clerk's office.

Paving.—Paving Committee of the Cherry-street property-owners and the Board of Public Affairs, both of Helena, Ark., will receive bids until July 1 for the construction of about 748 square yards of brick pavement on concrete foundation and for the excavation of about 3500 cubic yards of compact material; plans and specifications on file in the office of Francis H. Wright, city engineer. Certified check for \$1000 must accompany each bid. Usual rights reserved; R. E. Chew, Jr., chairman.

Perforating Machines.—Bids will be received until June 21 at the Treasury Department, bureau of engraving and printing, Washington, D. C., for furnishing 30 pin-perforating machines and 20 knife-perforating machines. Blank forms of proposal and further information will be furnished on application to Wm. M. Meredith, director of bureau. Usual rights reserved.

Piping.—See "Water-works, etc."

Piping.—Carolina Casket Co., Elkin, N. C., wants prices on one-inch pipe.

Piping.—O. R. Whitney, 39-41 Cortlandt street, New York, N. Y., wants 1500 feet of 4-inch black-iron pipe, 1500 feet of 5-inch black-iron pipe, 1500 feet of 8-inch black-iron pipe; must be with couplings and for heavy pressure. Second-hand pipe wanted and for immediate delivery.

Piping.—Henry B. F. Macfarland, Henry L. West, John Biddle, commissioners, Washington, D. C., will receive bids until June 17 for furnishing 145 lengths of 20-inch cast-iron water pipe. Specifications and blank proposals may be obtained on application.

Plaster Machinery.—J. B. Beal, Gastonia, N. C., is in the market for machinery for manufacturing wood-fiber plaster.

Plumbing Supplies.—See "Building Materials Materials" wanted by J. T. Maguire.

Pump.—See "Refrigerating Machinery."

Pumps.—City of Ozark, Mo., T. L. Robertson, mayor, wants prices on pumps.

Pumps.—See "Water-works, etc."

Pumps.—O. R. Whitney, 39-41 Cortlandt street, New York, N. Y., wants two sinking pumps (Cameron preferred), to have a capacity of 1000 gallons both per minute; second-hand in good condition for prompt delivery.

Pumping Machinery.—See "Mining and Milling Machinery."

Railway Equipment.—See "Mining and Milling Machinery."

Railway Equipment.—Middleby Lumber Co., Rutherfordton, N. C., wants addresses of manufacturers of traction engines or road locomotives.

Railway Equipment.—H. L. Davis & Co., 127 East 8th street, Chattanooga, Tenn., will be in the market for tram cars.

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for 20-pound second-hand rails.

Railway Equipment.—J. H. Macleary, Suffolk, Va., is in the market for 30 standard-gauge flat cars, about 30 feet long, all to be a uniform height and width; to be delivered at Goldsboro, N. C.

Refrigerating Machinery.—See "Ice Plant."

Refrigerating Machinery.—Dixie Fruit Farm & Commission Co., L. E. Lake, manager, Huntington, Ark., wants refrigerating apparatus for room 15x30x12 or three rooms 15x15x12, 5 to 10-horse-power gasoline engine for running plant, pump for water supply.

Rivets.—See "Sheet Steel."

Road Building.—Howard County Commissioners, Ellicott City, Md., will receive bids until June 27 for improving the public highway between West Friendship and Sykesville; all proposals to be made on regular forms furnished by the State Geological Survey Commission, to be obtained through the office of the county commissioners; work to include the grading and macadamizing of about 3000 feet of road, to be built under State supervision according to the plans and specifications on file at the office of county commissioners. Certified check for \$200, payable to the county commissioners, must accompany each bid. Usual rights reserved; Frank Parlett, clerk.

Roofing.—See "Building Equipment and Supplies."

Roofing.—Carolina Casket Co., Elkin, N. C., wants prices on roofing.

Sand Bins.—Bids will be received at the United States engineer office, 1000 22d street N. W., Washington, D. C., until June 29 for furnishing all materials except Portland cement and constructing 23 concrete-steel sand bins for the Washington aqueduct (District of Columbia) filtration plant. Plans may be seen at 2728 Pennsylvania avenue, Washington, D. C.; the United States engineer office, 812 St. Paul street, Baltimore, Md., and at the office of Allen Hazen, consulting expert, St. Paul Building, New York, N. Y. Full information furnished on application; Smith S. Leach, lieutenant-colonel corps of engineers.

Saw-mill.—Robert J. Bell, Ethel, Miss., will be in the market for a pony saw-mill.

Saw-mill.—Homestead Plantation Co., Polkton, N. C., will want a portable power saw handled by one or two men to cut up felled trees.

Saw-mill Equipment.—H. L. Davis & Co., 127 East 8th street, Chattanooga, Tenn., will be in the market for complete equipment for saw-mill with a daily capacity of 20,000 feet, including edger, trimmer, lath mill, etc.

Scale Beams.—W. H. Sawyer & Sons, Americus, Ga., want to arrange for the manufacture of scale beams and weights after plans and specifications which are now ready for the inspection of manufacturers. Write for full details.

Sewerage System.—Wm. A. McKenna, chairman sewer committee, Macon, Ga., will receive bids until July 8 for building from 6 to 10 miles of sanitary sewers in the recently-annexed territory. Specifications can be obtained from T. L. Massenburg, city clerk, and plans and profiles can be seen at the office of city engineer. Usual rights reserved.

Sewerage System, etc.—Jamestown Exposi-

tion Co., Norfolk, Va., will receive bids until June 24 for surface and ground water drainage, sewer and water supply on exposition property at Sewell's Point near Norfolk, work to be done in accordance with plans and specifications prepared by the board of design and which may be obtained on application to John Kevan Peebles, architect (resident member of board of design), Room No. 11, Lowenberg Building, Norfolk, Va., on deposit of certified check for \$25, payable to C. Brooks Johnston, chairman board of governors. Certified check for \$500, payable to chairman, must accompany each bid.

Sheet Steel, etc.—Smoothing Iron Heater Co., Sumter, S. C., will be in the market for No. 20 sheet steel by the carload, and small rivets.

Shingle Machinery.—Wood & Womble, Strong, Ark., will be in the market for shingle machinery.

Shingle Machinery.—Hardy Darden, Carrsville, Va., is in the market for shingle machinery.

Steel-tubing Manufacturers.—A. A. Coventry, Box 214, Maryville, Tenn., wants to correspond with manufacturers of steel tubing something similar to that used for bicycle frames, but in different shapes, lengths, etc.

Supplies for Navy.—Bids will be received until June 27 at the bureau of supplies and accounts, Navy Department, Washington, D. C., for furnishing at the Naval Academy, Annapolis, Md.; the Navy-Yard, Washington, D. C., and the Naval Proving Ground, Indian Head, Md., as specified, a quantity of naval supplies, as follows: Schedule 300—Building stone; Schedule 302—Pipe-cutting machines, tools, pipe and fittings, smokepipe, freight wagon; Schedule 303—Incandescent lamps, wire, electrical supplies, gels, asphalt, Portland cement, brick, frames and sash, glass sash, window glass, analytical balances, etc., scale, shafting and pulleys, hardware and tools, blacksmiths' forges, oil fillers and extractor, hydraulic jacks, engine lathe, drill press, metal saw, blower, hydraulic lever, pine, aluminum, brass rod, plain and corrugated galvanized sheet iron, miscellaneous metals, Rainbow, Peerless and Kearse packings or packings guaranteed, flax, asbestos and cotton-duck packing, covering pipe with magnesia covering, varnishes, white lead, miscellaneous paints and oils, pipe and fittings, turntable. Blank proposals will be furnished on application to the navy pay offices, Baltimore, Md., or to the bureau; H. T. B. Harris, paymaster-general, U. S. N.

Textile Machinery.—See "Fiberizing Machinery."

Wagon Manufacturers.—Greensboro Boiler & Machine Co., Greensboro, N. C., is in the market for heavy wagons for hauling boilers and heavy machinery, and wants catalogues from manufacturers.

Washer, Extractor, etc.—John G. Duncan Company, 308 West Jackson avenue, Knoxville, Tenn., wants lowest dealers' prices and prices to user on new and second-hand washer, mangle and extractor for prompt shipment.

Water-works.—See "Sewerage System, etc."

Water-works, etc.—Town Council, Cookeville, Tenn., will receive bids until June 22 for material and construction of water and light plant, embracing pipe line, pole line, power-house, reservoir, wells, pumps, boilers, heater, separator, automatic or four-valve engine, single-phase alternator, series arc-lighting system, transformers, etc. Plans and specifications will be on file with O. K. Holladay, recorder, and at the office of Granbery Jackson, engineer, Nashville, Tenn., after June 15, and copies of specifications will be mailed upon application to the engineer. A certified check for \$50 will be required with each item of bid. Usual rights reserved.

Water-power Machinery.—R. E. Bronson, proprietor Ozark Light Co., Ozark, Mo., wants prices on water-power machinery; also wants to correspond with water-power engineer relative to the construction of dam, etc.

Water-power Machinery.—Marvin McDonald, superintendent and city engineer, Ozark, Ala., will be in the market for machinery and equipment for water-power-electrical plant, 300 horse-power.

Wire.—R. E. Bronson, proprietor Ozark Light Co., Ozark, Mo., wants prices on copper wire.

Woodworking Machinery.—See "Saw-mill Equipment."

Woodworking Machinery.—Benton County Casket Co., Bentonville, Ark., wants prices on woodworking machinery.

Woodworking Machinery.—See "Shingle Machinery."

Woodworking Machinery.—See "Box Machinery."

Woodworking Machinery.—Carolina Casket

Co., Elkin, N. C., wants prices on wood-working machinery.

Woodworking Machinery.—See "Bobbin and Shuttle Machinery."

Woodworking Machinery.—Southern Lumber Co., Dunn, N. C., wants to purchase a heavy flooring machine and a 10 or 12-inch molder; new or second-hand; only standard machines wanted.

Woodworking Plant.—Cyril C. Henriques, 39 King street, Kingston, Jamaica, West Indies, wants to purchase a complete wood-working plant, to be equipped with machine with circular saws from six inches to two feet in diameter, one combined planing and boring machine with bits to suit from three-eighths inch to one inch, one machine for grooving, tonguing and sticking moldings; to be run by a steam engine, vertical type preferred. Quote price on complete plant, to include steam engine and all appurtenances, and give full information.

Woolen-mill Machinery.—Cleveland Woolen Mills, Cleveland, Tenn., will probably contract in August for considerable machinery for its plant; possibly 6000 spindles, 125 looms, eight sets of cards, etc.

MEXICO.

Asphalt Mining and Refinery.—The Tampico Asphalt Co. is being organized for the purpose of developing asphalt deposits near the Tamesi river. It is the company's intention also to build a refinery of 200 tons capacity per month, with facilities for increasing to 1000 tons per month. The Mexican Construction & Engineering Co. and the International Asphalt Co. of the City of Mexico are interested in forming the new corporation.

Brick Works.—Wm. H. McCord, S. F. Fuller and A. B. Carpenter of the City of Mexico have purchased fire-clay deposits which they will develop, establishing a plant for the manufacture of fire-bricks.

Gold Mines.—William Niven has organized the Rio del Oro Exploration Co., with a capital stock of \$500,000, for the development of the gold-mining properties for which he has been granted concessions by the Mexican government; offices on fifth floor of the Mutual Life Building, City of Mexico.

Gold-Copper Mines.—Lucio Garcia of Tonaya, Jalisco, has filed claims to gold-copper lands which will be developed.

Iron and Lead Mines.—Francisco Rodriguez Acuna of Viesca, Coahuila, will develop iron and lead mines.

Mineral Lands.—Cooper Shapley of Philadelphia, Pa., has filed mining claims to mineral lands at La Luz, Guanajuato.

Mining.—La Equidad y Anexos Mining Co., 44 Ayuntamiento street, City of Mexico, will increase capital for the purpose of more extensively developing its mining properties; R. Lomelin, president.

Mining.—The Guanajuato Amalgamated Gold Mines Co. has been incorporated with an authorized capital of \$3,000,000 to mine gold and other minerals by E. W. Leake, E. J. Stark and H. A. Berg, all of Jersey City, N. J.

Mining.—Silviano Camberos of Guadalajara, Jalisco, has filed claims to mining properties which he proposes to develop.

Mining.—Martin Condon, J. W. Conner and C. F. Hunt of New York have organized the Veta Colorado Mining & Smelting Co. with capital stock of \$500,000 to develop mining properties.

Oil Tanks.—S. Pearson & Son, Ltd., City of Mexico, will build oil-storage tanks at Vera Cruz, V. C.; capacity of tanks to be not less than 6,000,000 liters.

Silver-Lead Mines.—Vicente F. Vazquez of Guadalajara, Jalisco, has filed mining claims to silver-lead properties.

Smelting Plant.—D. M. Evans of Parral, Chihuahua, has received a concession for the erection of a copper and lead-smelting plant of 250 tons capacity, to be built at Parral. Samuel Garrison, Wm. J. McMarlin and S. F. Lathrop of Pittsburgh, Pa., are interested with Mr. Evans. The Parral Smelting Co. will be organized with capital stock of \$1,000,000 to operate this plant.

Smelter.—J. E. Carnahan of Canton, Ohio, will build a copper smelter near Arcehuvo, Chihuahua.

Water-power-Electrical Plant.—Teodoro Garduno of Tacambaro, Michoacan, has awarded contracts for the construction of a water-power-electric plant with a capacity of 250 horse-power. Seckbach & Co., City of Mexico, will install the electrical machinery, and J. R. De Witt of City of Mexico has contract to construct the canal, tank, power-house and pipe line.

Water-power-Electrical Plants.—William C. Green, represented by Tomas Macmanus,

City of Mexico, has been granted concessions to utilize the waters of the Aros river in the State of Chihuahua and will develop the power and transmit it by electricity for industrial purposes.

Zinc Mining.—Andres Lefebvre of City of Mexico will develop zinc mines.

Railways.

Steam Railroad.—Reported that the Pan-American Asphalt Co. will build a railroad 25 or 30 miles long from San Geronimo to asphalt beds at Juan Felipe. It may be extended also to a total distance of 42 miles. C. K. McElwee, superintendent of the com-

pany at San Geronimo, Mexico, may be able to give information.

Steam Railroads.—Hampson & Smith, contractors, are reported to have begun work on the extension of the Mexican Central Railway between Saltillo and Paredon, some 50 kilometers long.

Street Railways.—Reported that a Canadian syndicate headed by William MacKenzie has closed a deal to secure control of the two street-car lines in Monterey, Mexico. This covers the concession of Mackin & Dillon and the lines owned by S. W. Slayden and Francisco Belden.

INDUSTRIAL NEWS OF INTEREST

W. P. Culver With Diamond Co.

W. P. Culver, formerly with the Cleveland Motor Car Co., is now the Eastern representative of the Diamond Chain & Manufacturing Co. of Indianapolis, Ind., and will have headquarters in New York.

Iron-Ore Lands.

A tract of iron-ore lands located two miles from railway transportation is offered for sale by Daniel B. Lucas of Charles Town, W. Va. Mr. Lucas will forward full details of the property to inquirers who may contemplate purchasing the property.

Steel-Frame Coal Trestle.

The Maryland Coal Co. has ordered a steel-frame coal trestle 272 feet long and 25 feet wide, with steel tippie-house 99x25 feet, for its mines at Wendel, Taylor county, West Virginia. The contract has been placed with the Wm. B. Scalf & Sons Co., Pittsburgh, Pa.

Iron and Copper Lands.

Southern iron and copper lands are offered for sale by F. G. Grove of Luray, Va. The properties include iron ore located from one-half mile to one and one-half miles from Norfolk & Western Railroad and about 30 miles from furnace; also copper lands seven miles from Norfolk & Western.

Contractor's Plant for Sale.

Parties interested in the purchase of a contractor's plant consisting of locomotives, flat cars, hoisting engines, stationary engines, pumps, derricks, concrete mixers, etc., should correspond with Joseph S. Qualey & Co., 29 Broadway, New York, who have such a plant for sale, and will supply all necessary information concerning it.

Selling Woodworking Plant.

By reason of having recently purchased a saw-mill plant with another factory, the Riggs Cypress Co. of Patterson, La., has determined to sell its saw, door and blind factory located on the Atchafalaya river. The plant is well equipped with modern and practically new machinery, and is convenient to three large cypress mills. There is also a standard gauge track from the main line of the Southern Pacific Railroad to the factory.

Coal, Iron and Timber.

Buyers of coal, iron and timber lands, for investment or development, are advised that some 2000 acres of tested lands of that character are offered for sale near Crab Orchard, Tenn. It is stated that there are four distinct seams of coal on the property, red hematite ore, plenty of limestone and water, hard and soft woods, etc. This property is in the oil zone and on the Tennessee Central Railroad. J. S. Cline of Crab Orchard can give information.

A Chance for Investment.

An opportunity for investing in oil-mill property is presented by George Howard of Tarboro, N. C., who is offering for sale the Swift Creek Oil Mills, consisting of oil mill, ginning outfit, hullhouses, seedhouses, store-rooms and offices and three acres of ground. The property is situated in one of the best farming sections of Edgecombe county, North Carolina, about 10 miles from Tarboro and eight miles from Battleboro, and has been in operation less than two seasons.

Government Orders Universal Pipe.

It is interesting to note that the United States government has awarded contract to the Central Foundry Co. of 116 Nassau street, New York, for Universal pipe—2396 feet of 8-inch, \$52 feet of 10-inch and 384 feet of 12-inch. This is to be installed in the new office building of the House of Representatives to be erected in Washington. Although the "advertisement, specifications and proposal for water pipe and special castings" issued by the government for the building specified bell and spigot water pipe, Universal pipe was substituted in these sizes on account of the superior qualities of the pipe and the non-leakable joints.

Sales by F. M. Hicks & Co.

The well-known railway-equipment firm of Messrs. F. M. Hicks & Co., Chicago, has made the following sales: To Pacific & Idaho Northern Railway, one parlor car; Midland Valley Railroad, 40 60,000-pound-capacity box cars; Temiskaming & North Ontario Railway, three locomotives; Great Southern Railroad, two coaches, 10 flat and five box cars; Flint River & Northeastern Railroad, one combination car; American Lumber Co., Albuquerque, N. M., 25 flat cars; Duluth, Missabe & Northern Railroad, one baggage car; Denver, Enid & Gulf, 10 flat cars, and Quebec & Lake St. John Railway, one passenger coach and one locomotive.

Williams Gauge News.

The Williams Gauge Co. of Pittsburg, Pa., announces the establishment of a Chicago office in the Fisher Building. This office is conducted by F. E. Gould, who will be pleased to receive inquiries and give any information on the several specialties manufactured by the company. The latter reports the equipment of feed-water regulators to over 3,000,000 horse-power boilers, and its steam trap is used in some of the largest plants in the country. An interesting little booklet entitled "Our Credentials" has been published recently by the Williams Gauge Co. It shows facsimile orders received from the largest steam-users in the country for the Williams feed-water regulators, covering periods of from one to five years.

Big Allis-Chalmers Contracts.

Recent contracts filed by the Allis-Chalmers Company of Milwaukee, Wis., included some big orders. The company sold four rotary kilns, each 100 feet long and 7½ feet in diameter at large end and 6½ feet at small end, to New Castle (Pa.) Portland Cement Co.; vertical cross-compound Reynolds-Corliss condensing engine of 340 horse-power for direct connection to generator, to Champion Copper Co., Chicago; sampling mill, consisting of electrically-operated converter and two reverberatory furnaces with auxiliary apparatus, to Arizona Smelting Co., New York; 50-ton copper-smelting plant, including blast furnace and blower, Bullock type generator for electric lighting, etc., to Chilian mining company; steel water-jacketed blast furnace for treating copper ores, 42x160 feet at tuyere line, to Tacoma (Wash.) Smelting Co.; four horizontal Reynolds-Corliss girder frame engines, for operating two 28-foot fans for mine ventilation, to Delaware & Hudson Coal Co., Scranton, Pa. Other important sales were also made.

Value of Pipe-Covering.

It is stated that a square foot of uncovered pipe filled with steam at 100 pounds pressure will radiate and dissipate in a year the heat put into 3716 pounds of steam by the economic combustion of 398 pounds of coal. Thus 10 square feet of bare pipe corresponds approximately to the waste of two tons of coal per annum. To prevent condensation of steam, and thereby largely reduce the amount of fuel necessary to operate the plant, it would be well to call on or write to the Southern Pipe Covering Co., 821 East Main street, Richmond, Va. This company manufactures a covering composed of alternate layers of plain and corrugated asbestos paper, forming a thoroughly fire-proof, effectual and durable non-conducting covering. By its use the heat that is usually wasted in cellars from heater pipes may be delivered without loss through registers, etc., and the consequent saving of fuel will soon repay cost of its use. It is supplied in rolls of three feet wide, about 250 square feet to the roll, and can easily be applied by anyone. Send circumference and length of pipes for estimate of cost.

Ingersoll-Sergeant and Rand Combine.

Users of pneumatic tools throughout the world will be interested in the announcement that the Ingersoll-Sergeant Drill Co. and the Rand Drill Co. of New York, the

well-known manufacturers of air-compressing machinery and pneumatic tools, have combined their interests. A new corporation called the Ingersoll-Rand Company has been chartered with a capital stock of \$10,000,000 and will continue the extensive enterprises of both the old companies. W. L. Saunders has been elected president; F. A. Brainard, secretary, and W. R. Grace, treasurer. Messrs. George Doubleday, J. R. Rand, John A. McCall, P. P. Grace and George R. Elder are vice-presidents. In referring to the new company Mr. Saunders says it will be of direct benefit to the purchasing public, for it will be in a position to manufacture and sell tools much cheaper than was either of the old companies. The Ingersoll-Rand Company will manufacture all kinds of pneumatic, steam and electrical machinery for mining, quarrying and tunneling; also air compressors, and install entire plants for kindred work. The seven manufacturing plants of the two old companies will be continued in operation at Phillipsburg, N. J.; Easton, Pa.; Tarrytown, N. Y.; Painted Post, N. Y.; Ossining, N. Y.; New York city and Sherbrooke, Canada. General offices will be maintained in the Havemeyer Building at 26 Cortlandt street, New York.

The Basshor Company's Home.

Many of those firms whose business homes were destroyed in Baltimore's great conflagration have taken advantage of the opportunity to rebuild and provided themselves with quarters more commodious and better equipped than their old buildings. Among these is the Thomas C. Basshor Company, engineer, contractor and machinist, which has just awarded a contract for the reconstruction of warehouses and machine shop at the old location, 28 Light street. This building, the plans for which were prepared by the well-known architectural firm of Parker & Thomas, will be five stories high, and will have a reinforced concrete frame, with curtain walls of brick, while the windows will have metal frames and sashes glazed with wireglass. The machine shop will be equipped with machine tools of the most improved design, and will be operated by motors the power for which will be furnished by a complete electric generating plant also to be installed. The Basshor Company has recently awarded contracts for the construction of a large building in Southwest Baltimore. This building, which is of steel, will be 90x200 feet, and will be equipped with the latest machines for the manufacture of boilers, tanks, of all sizes and description and riveted pipe. A hydraulic riveter and 20-ton electric traveling crane will be installed. It is also interesting to note that this company was recently awarded contracts to supply all of the riveted pipe of 48 and 72 inches in diameter for the large filtration plant in course of construction in Washington, D. C.

Basic Open-Hearth Steel Rails.

It is interesting to note that the success of the Tennessee Coal, Iron & Railroad Co.'s open-hearth plant at Ensley, Ala., is due practically to the same being run exclusively on rail steel. This is the only steel plant in the country, practically the only one in the world, making basic open-hearth steel rails. The plant was designed and built by the Wellman-Seaver-Morgan Company of Cleveland, Ohio. The annual report of the Tennessee Company says: "The operations of the rail mill have demonstrated the ability of this company to produce successfully open-hearth steel rails of so superior a quality as to insure a market for all that the mill is able to produce, inquiries for the current year having far exceeded the supply. The mill was in steady operation during the entire year, and besides increasing the output, which was over 16,000 tons of finished rails in December (exceeding by 100 per cent. the best month in 1903), developed a practice showing a relatively smaller percentage of second and imperfect quality rails than is attained by most other mills. The open-hearth department is being enlarged by the construction of another furnace, which will increase the product 2000 to 2500 tons per month. Necessary soaking pits and other improvements to handle the increased product are being built." James J. Hill, president of the Northern Pacific and Great Northern railroads, has recently publicly expressed his preference for an open-hearth rail. Since the advent of the charging machine, invented and designed by S. T. Wellman, there has been practically none other than open-hearth plants built in this country.

To Build Berliet Automobiles.

After a thorough investigation of the automobile situation here and abroad the American Locomotive Co. of New York has decided to build the Berliet automobile, one of the best-known French cars. Sole rights to build

the cars in the United States and Canada have been secured, and a special plant will be erected for this purpose, the cars being expected to be in the market early next season. The plant will be located adjacent to the American Locomotive Co.'s Rhode Island Locomotive Works at Providence, and the initial output will be 200 vehicles; first machines to be of 40 and 35 horse-power for private use, and later on trucks will be built for transportation purposes. These cars will be exact reproductions of the French machines. The Berliet automobile was chosen because of its extreme simplicity and efficiency and its adaptability to American roads. Referring to the details of the Berliet car, President Pitkin of the American Locomotive Co. said: "The car is equipped with a four-cylinder gasoline motor, the cylinders of which are cast in pairs without joints. The frame, shafts, axle, etc., are nickel steel, which gives a maximum of strength with a minimum of weight. The moving parts, contact pieces, etc., are made of tempered steel. All the working parts are enclosed. The gear wheels operating the cam shafts, the water-circulating pump and magnet, also the governor, are enclosed in a special oil-tight case communicating with the crank case. The centrifugal pump is on the side of the crank case, very near the radiator and under the cylinders, which arrangement does away with much superfluous piping. The radiator and water tank are combined. The fan forms part of the flywheel, which causes a powerful draft around the engine and through the radiator. The consumption of fuel is exceptionally low."

TRADE LITERATURE.

Carbolineum 1-a and Barol.

People who are interested in wood preservers will find information for their benefit in the leaflet issued by Messrs. H. Goldschmidt & Co., San Antonio, Texas. This firm is agent for the celebrated German wood preservers, Carbolineum 1-a and Barol, and tell about their superior merits in the leaflet. The highest authorities both in this country and in Europe recommend these compounds.

Slow-Speed Motor Drive.

Operators who are desirous of being informed regarding the best ways and means for slow-speed motor drive are invited to investigate the merits of the Northern back-gear motor. This is a compact and self-contained device which accomplishes slow speed without the necessity of employing motors designed for slow armature speed. This secures a motor of low cost for operating slow-speed machines. Bulletin No. 44 of the Northern Electrical Manufacturing Co. of Madison, Wis., illustrates representative applications of back-gear motors in industrial-plant service.

A Metal-Shingle Proposition.

The advantages of tin for roofing purposes and how it should be applied are not as generally known as they might be. It is to convey the latest information concerning this use of tin that the Cortright Metal Shingle Advocate is published. As may be noted from the title, the Advocate relates particularly to metal shingles, and this product of the Cortright Metal Roofing Co. of Philadelphia and Chicago is extremely popular among architects, building contractors, owners of buildings and others interested in perfected modern roofing materials. The Advocate for June should be examined by seekers after the best roofing.

Some Engine-Users.

A 20-foot list of engine users is designated by the maker of the engine in reference as "a partial list." The list presents the names and addresses of some 1000 or 1700 installations in mines, mills, factories, warehouses, lighting plants, isolated plants, printing establishments, railroads, State institutions, tanneries, hotels, breweries and distilleries, cold-storage plants and elsewhere. The engines are in all sizes and located throughout the entire United States. They are the celebrated Ideal Engines, built by Messrs. A. L. Ide & Sons of Springfield, Ill.; offices in Baltimore, St. Louis, New Orleans, Houston, Dallas, Mexico City, Yokohama and other cities. In sending out this list of Ideal Engine users the firm of Ide & Son is furnishing "silent but eloquent evidence" of the merits of its engine. An engine lacking in superior merit would scarcely have been purchased by so many power users.

The Bank of Manteo has been chartered at Manteo, Dare county, North Carolina, with \$10,000 capital. The incorporators are S. A. Griffin, R. C. Evans, W. J. Griffin, Theo. S. Meekins and others.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., June 14.

The Baltimore stock market was dull during the past week, with some decline in the income bonds of the United Railways & Electric Co. and a slight advance in G. B. & S. Breweries. Generally prices were steady.

In the trading United Railways common sold at 14, the trust certificates at 14½ and 14¾, the income bonds from 62¼ to 60, the trust certificates at 59¼, the 4s at 93½ to 93¼; Light & Power 4½s at 97 to 96½; Consolidated Gas stock at 83, while the 6s were traded in at 109½ to 110¼, the 5s at 116½ and the 4½s at 101½; Seaboard common changed hands between 19½ and 19¼, the rights at ¾ to 15-16, the new common at 25½ to 25, the preferred from 38 to 38½, the new first preferred at 82 to 82½, the new second preferred from 51 to 50, the 4 per cent. bonds at 87 to 87½, the 10-year 5s at 102½ and the 3-year 5s at 101; Cotton Duck common sold at 7½, the incomes at 30 and the 5s at 77¼; United States Cotton Duck at 10; G. B. & S. common changed hands at 8¼ to 9, the incomes at 28 to 29½ and the 1sts at 59 to 60.

Bank stocks sold as follows: Farmers and Merchants', 55½; Mechanics', 26 to 25¼; Exchange, 180.

Fidelity & Deposit rights sold at 3 to 2¾.

Other securities were traded in as follows: Northern Central Railway stock, 102; Atlantic Coast Line Consolidated 4s, 102½ to 101¾; do. of Connecticut stock, 395; do. do. 4s, certificates, 5-20s, 96½ to 96¼; do. new 4s, certificates, 94; Carolina Central 4s, 98¾; North Baltimore 5s, 119¼; Alabama Consolidated Coal & Iron preferred, 90; Baltimore Traction 5s, 116½; City & Suburban 5s (Washington), 106; Southern Railway Equipment 4½s, 1907, 99½; Pittsburg-Allegheny Telephone 5s, 83½; Augusta Railway & Electric 5s, 104; Baltimore City Passenger 4½s, 102½; Peabody Heights stock (Baltimore), 655; City & Suburban 5s (Baltimore), 113 to 113½; Colorado Southern 4s, 94½ to 94½; Georgia, Carolina & Northern 5s, 113½ to 112½; Norfolk Railway & Light 5s, 92; do. stock, 13; Baltimore City 5s, 1916, 117½; do. 3½s, 1940, 106; Anacostia & Potomac 5s, 104½; Charleston Consolidated Electric 5s, 94; Virginia Century, 96¾; Baltimore, Chesapeake & Atlantic preferred, 40; Baltimore Brick stock, 12; Baltimore Traction convertible 5s, assorted, 100½; Macon Railway & Light 5s, 90; Western Maryland 4s, 89 to 88½; Atlanta Con. Street Railway 5s, 107½; City of Annapolis, Ala., 3s, 1919, 65; Atlantic Coast Line of Connecticut 4s, certificates, 94½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended June 14, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	100	100
Atlantic Coast Line.....	100	100	100
Atlantic Coast Line of Conn.....	100	90	100
Georgia Sou. & Fla. 1st Pref.....	100	98	100
Georgia Sou. & Fla. 2d Pref.....	100	70	76
Norfolk Railway & Light.....	25	12½	13
Seaboard Railway Common.....	100	19½	20
Seaboard Railway Preferred.....	100	38½	39
United Railways & Elec. Co.....	50	12½	14

Bank Stocks.	Par.	Bid.	Asked.
Commercial & Fnr. Nat. Bank.....	140	150	150
Farmers & Mer. Nat. Bank.....	40	56	56
First National Bank.....	100	145	150
Maryland National Bank.....	20	17	18
Mechanics' National Bank.....	100	175	180
National Bank of Baltimore.....	100	119	122½
National Exchange Bank.....	100	181	181
National Howard Bank.....	10	11¼	11¼
National Marine Bank.....	30	35	35
National Mechanics' Bank.....	10	25	25
National Union Bank of Md.....	100	122	128
Second National Bank.....	100	190	190

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust & Guarantee.....	100	275	320
Fidelity & Deposit.....	50	146	158
International Trust.....	100	138¼	142
Maryland Casualty.....	25	50	50½
Mercantile Trust & Deposit.....	50	144	150
Union Trust.....	50	59	59
U. S. Fidelity & Guaranty.....	100	125	129

Miscellaneous Stocks.

Alabama Con. Coal & Iron.....	100	55	70
Ala. Con. Coal & Iron Pref.....	100	90	96
Consolidated Gas.....	100	83	83
Consolidation Coal.....	100	77	81
G. B. & S. Brewing Co.....	100	8	9
United Elec. L. & P. Pref.....	50	55	55
U. S. Cotton Duck Common.....	100	10	10

Railroad Bonds.

Atlanta & Charlotte 1st 7s, 1907.....	107	107
Atlan. Coast Line 1st Con. 4s, 1962.....	101¾	102
Atlantic Coast Line 4s, Ctf., 1962.....	93	96
Atlantic Coast Line (Conn.) 4s.....	94½	96
Balto. & Harrisburg Ext. 5s, 1908.....	121	121
Carolina Central 4s, 1949.....	98½	99
Charleston & West. Car. 5s, 1946.....	111	113
Coal & Iron Railway 5s, 1920.....	108½	109½
Columbia & Greenville 1st 6s, 1916.....	116¼	118½
Georgia & Alabama 5s, 1945.....	112	112½
Georgia, Car. & North. 1st 5s, 1929.....	113¼	114
Georgia Pacific 1st 6s, 1922.....	124¼	126½
Georgia South. & Fla. 1st 5s, 1945.....	115¼	116½
Maryland & Pennsylvania 4s, 1951.....	94	94
Petersburg, Class A 5s, 1926.....	115	117
Potomac Valley 1st 5s, 1941.....	118½	119
Raleigh & Augusta 1st 6s, 1926.....	125	125
Richmond & Danville Gold 6s, 1915.....	117	117½
Savannah, Fla. & West. 5s, 1934.....	115¼	115¼
Seaboard Air Line 4s, 1950.....	87¼	87½
Seaboard Air Line 5s, 10-year, 1911.....	102¾	103½
Seaboard Air Line 5s, 3-year.....	111	101½
Seaboard & Roanoke 6s, 1916.....	111	111
Seaboard & Roanoke 5s, 1926.....	112	112
Southern Railway Con. 5s, 1944.....	119	119
Virginia Midland 1st 6s, 1906.....	101	101
Virginia Midland 2d 6s, 1911.....	109	109
Virginia Midland 3d 6s, 1916.....	114	114
Virginia Midland 4th 3-4-5s, 1921.....	113	113
Virginia Midland 5th 5s, 1926.....	114	115¼
Western Maryland new 4s, 1922.....	88½	88½
West Virginia Central 1st 6s, 1911.....	113	113
Wilmington, Col. & Aug. 6s, 1910.....	108	110

Street Railway Bonds.

Anacostia & Potomac 5s, 1949.....	104½	105
Augusta Rwy. & Elec. 5s, 1940.....	105	105
Baltimore City Passenger 5s, 1911.....	106	106½
Baltimore City Passenger 4½s.....	102¾	104
Baltimore Traction 1st 5s, 1929.....	115	115
Baltimore Traction Conv. 5s, 1906.....	100¾	100¾
Central Ry. Con. 5s (Balt.), 1932.....	116¾	117¼
Charleston City Railway 5s, 1925.....	106	106
Charleston Con. Electric 5s, 1909.....	93½	94
City & Suburban 5s (Balt.), 1922.....	113	113½
City & Suburban 5s (Wash.), 1948.....	106¼	107
Knoxville Traction 1st 5s, 1928.....	104¼	104¼
Lake Roland Elev. 5s (Balt.), 1942.....	117	117
Macon Ry. & L. 1st Con. 5s, 1963.....	90	90
Metropolitan 5s (Wash.), 1925.....	118½	120
Nashville Street Railway 5s.....	106	106
Newport News & Old Pt. 5s, 1938.....	90	90
Norfolk Railway & Light 5s.....	92	92½
Norfolk Street Railway 5s, 1944.....	111¼	113¼
North Baltimore 5s, 1942.....	119	119¼
Richmond Traction 5s.....	106	108
United Railways 1st 4s, 1949.....	93	93½
United Railways Inc. 4s, 1949.....	59½	59½

Miscellaneous Bonds.

Alabama Consol. Coal & Iron 5s.....	87	90¼
Atlanta Gaslight 1st 5s, 1947.....	104	104
Consolidated Gas 5s, 1910.....	100½	104½
Consolidated Gas 5s, 1939.....	116	117
Consolidated Gas 4½s, Ctf., 1916.....	100	100
G. B. & S. Brewing 1st 3-4s.....	59½	59½
G. B. & S. Brewing 2d Income.....	27½	28
Maryland Telephone 5s.....	100¼	100¼
Mt. V. & Woodby's Cot. Duck 5s.....	77½	77½
Mt. V. & Woodby's Cot. Duck Inc. 29s.....	31½	31½
United Elec. Light & Power 4½s.....	95	97

Bank Reports.

The Bank of North Wilkesboro, N. C., reports May 29 loans, \$129,361; cash on hand and due from banks, \$26,368; capital, \$25,000; surplus, \$10,000; undivided profits, \$1997; deposits, \$129,124; total resources, \$172,755; J. E. Finley, president; A. A. Finley, vice-president, and R. W. Gwynn, cashier.

The American Trust and Savings Bank of Birmingham, Ala., reports at close of business May 29 loans and discounts, \$1,875,785; cash, \$796,120; capital, \$200,000; undivided profits, less expenses and taxes, \$86,575; total deposits, \$2,484,407; total resources, \$2,770,983; W. W. Crawford, president; W. A. Badham, H. W. A. Porter and H. L. Badham, vice-presidents; H. B. Urquhart, cashier; C. M. Williamson, assistant cashier, and C. B. McCormack, chairman of the board.

The Mississippi Valley Trust Co. of St. Louis, Mo., reports on May 29 loans, \$12,353,987; bonds and stocks, \$9,350,784; due from other trust companies and banks, \$3,793,787; cash on hand, \$1,610,059; capital, \$3,000,000; surplus, \$3,500,000; undivided profits, less expenses and taxes, \$1,921,648; deposits, \$14,280,884; savings deposits, \$4,366,078; total resources, \$27,865,974; Julius S. Walsh, president; Breckenridge Jones, vice-president and counsel; John D. Davis and Samuel E. Hoffman, vice-presidents; James E. Brock, secretary; Hugh R. Lyle and Henry C. Ibbotson, assistant secretaries; Frederick Vierling, trust officer; Henry Semple Ames, assistant trust officer; William G. Lackey, bond officer; Eugene H. Benoit, real-estate officer, and Wm. McC. Martin, safe-deposit officer.

Preparations are reported being made to organize a bank at St. George, Ga., with \$50,000 capital.

SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh Mac-
Rae & Co., Wilmington, N. C., for
Week Ending June 12.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	80	90
Anderson Cotton Mills (S. C.)	110	110
Arkwright Mills (S. C.)	113	113
Augusta Factory (Ga.)	78	81
Belton Mills (S. C.)	99	110
Bibb Mfg. Co. (Ga.)	102	102
Brandon Mills (S. C.)	99	103
Buffalo Cotton Mills (S. C.)	85	87 1/2
Buffalo Cotton Mills (S. C.) Pfd.	95	98
Cabarrus Cotton Mills (N. C.)	136 1/2	136 1/2
Chadwick Mfg. Co. (N. C.) Pfd.	102	102
Chiquola Mfg. Co. (S. C.)	90	95
Clifton Mfg. Co. (S. C.)	102	102
Clifton Mfg. Co. (S. C.) Pfd.	100	100 1/2
Clinton Cotton Mills (S. C.)	150	150
Columbus Mfg. Co. (Ga.)	92	95
Courtenay Mfg. Co. (S. C.)	99 1/2	103
Dallas Mfg. Co. (Ala.)	79	85
Darlington Mfg. Co. (S. C.)	73	78 1/2
Eagle & Phenix Mills (Ga.)	115	116
Easley Cotton Mills (S. C.)	119	119
Enoree Mfg. Co. (S. C.)	85	91
Enoree Mfg. Co. (S. C.) Pfd.	99	102 1/2
Enterprise Mfg. Co. (Ga.)	77	79
Exposition Cotton Mills (Ga.)	160	200
Gaffney Mfg. Co. (S. C.)	68	68
Gainesville Cotton Mills (Ga.)	25	25
Granby Cot. Mills (S. C.) 1st Pfd.	48 1/2	52
Granville Mfg. Co. (S. C.)	139	139
Greenwood Cotton Mills (S. C.)	99	101
Grendel Mills (S. C.)	104	106
Henrietta Mills (N. C.)	200	200
King Mfg. Co., J. P. (Ga.)	96	100
Lancaster Cotton Mills (S. C.)	100	102
Lancaster Cot. Mills (S. C.) Pfd.	94	105
Langley Mfg. Co. (S. C.)	92	98
Laurens Cotton Mills (S. C.)	95	100
Linestone Mills (S. C.)	95	100
Lockhart Mills (S. C.)	95	95
Louise Mills (N. C.)	95	95
Louise Mills (N. C.) Pfd.	102	102
Marlboro Cotton Mills (S. C.)	92 1/2	92 1/2
Mayo Mills (N. C.)	206	206
Mills Mfg. Co. (S. C.)	94	94
Mills Mfg. Co. (S. C.) Pfd.	100	100
Monaghan Mills (S. C.)	101	103
Monarch Cotton Mills (S. C.)	80	85
Newberry Cotton Mills (S. C.)	114	114
Norris Cotton Mills (S. C.)	99	101
Odell Mfg. Co. (N. C.)	100	100
Orangeburg Mfg. Co. (S. C.) Pfd.	77	87
Orf Cotton Mills (S. C.)	108	108
Pacolet Mfg. Co. (S. C.)	149	151
Peizer Mfg. Co. (S. C.)	174	174
Piedmont Mfg. Co. (S. C.)	174	174
Pow Mfg. Co., F. W. (S. C.)	125	136
Raleigh Cotton Mills (N. C.)	100	100
Roanoke Mills (N. C.)	129	129
Saxon Mills (S. C.)	99	105
Sibley Mfg. Co. (Ga.)	55	63
Southern Cotton Mills (N. C.)	95	95
Spartan Mills (S. C.)	135	137 1/2
Springstein Mills (S. C.)	130	140
Trion Mfg. Co. (Ga.)	120	140
Tuconpa Mills (S. C.)	125	128
Union Cotton Mills (S. C.)	128 1/2	131
Union Cotton Mills (S. C.) Pfd.	98	98
Victor Mfg. Co. (S. C.)	118	118
Warren Mfg. Co. (S. C.)	99	101
Warren Mfg. Co. (S. C.) Pfd.	105	105
Washington Mills (Va.)	20	26
Washington Mills (Va.) Pfd.	35	35
Whitney Mfg. Co. (S. C.)	116	116
Windsor Mills (N. C.)	125	125
Woodruff Cotton Mills (S. C.)	99	102

Bankers' Conventions.

The annual meeting of the Georgia Bankers' and Florida Bankers' associations was held at Atlantic Beach, Fla., June 9 and 10.

The Georgia bankers elected the following officers: President, Joseph T. Orme of Atlanta; first vice-president, John H. Reynolds of Rome; second vice-president, John S. Davis of Albany; third vice-president, F. S. Ethridge of Jacksonville; fourth vice-president, George R. Donovan of Atlanta; fifth vice-president, Charles B. Lewis of Montezuma; secretary, L. P. Hillier of Macon, re-elected; treasurer, J. T. Neal of Thomas; executive council, Oscar Dooley, Macon; D. S. Walker, Monroe; A. C. Blalock, Jonesboro; E. M. Smith, Thomasville; George T. Brown, Toccoa; Fred W. Clark, Savannah; E. W. Copeland, Greensboro; J. J. Wilkins, Athens; J. A. Sasser, Senoia.

The Florida bankers elected the following officers: President, E. W. Lane, Jacksonville; first vice-president, George D. Monroe of Quincy; second vice-president, Chas. H. Carthside of Miami; third vice-president, J. A. Griffin of Tampa; fourth vice-president, F. P. Forster of Sanford; fifth vice-president, C. C. Chollar of Arcadia; executive committee, A. F. Perry of Jacksonville, Thos. H. Denham of Jacksonville, John T. Dismukes of St. Augustine, E. S. Crill of Palatka, John Trice of Tampa. Byron H. Barnett was elected a delegate of the American Bankers' Association, and M. W. Monroe of Ocala, alternate.

New Corporations.

The Ozona National Bank has begun business at Ozona, Texas.

The Bank of Iva, S. C., capital \$15,000,

has been granted a charter. Thomas Johnson is president, and H. R. Sherard is cashier.

The establishment of a national bank with \$25,000 capital at Wallisville, Texas, is being considered by local citizens and outside parties.

The First State Bank of Shattuck, O. T., has been incorporated, with \$10,000 capital, by E. Rall, G. E. Nickel, L. E. Rall and P. C. Emerson, all of Alva.

The Gould Trust Co., with principal office at Atlanta, Ga., has made application for a charter; capital \$500,000, with privilege of increasing to \$1,000,000.

The Jones County Abstract Co. has been organized at Laurel, Miss., with \$3000 capital. The incorporators are W. F. Rumble, Stone Deavours, W. J. Pack and others.

The Leflore Building and Loan Association at Greenwood, Miss., capital \$50,000, has made application for a charter. The incorporators are T. R. Henderson, G. A. Wilson and others.

The Farmers and Merchants' Bank of Lynnvill, Tenn., capital \$25,000, has filed its charter. The incorporators are C. H. Witt, Geo. B. Witt, W. C. Smith, W. H. Morrow and C. T. Reid.

The Exchange Bank of Newberry, S. C., capital \$50,000, has been granted a commission. The incorporators are J. D. Davenport, T. M. Neel, C. J. Purcell, E. R. Hipp and Geo. B. Cromer.

The First National Bank of Graham, Va., capital \$25,000, has organized with the following officers: W. B. Morton, president; James F. Dudley, vice-president; J. E. Morton, cashier.

It is reported that a new bank with \$15,000 capital is soon to be established at Greenbrier, Tenn.; John F. Joyner, formerly assistant cashier of the Bank of Goodlettsville, will be cashier.

The Pauls Valley National Bank of Pauls Valley, I. T., has been approved; capital \$25,000. The organizers are T. A. Vaughan, J. T. Jones, A. J. Hallum, P. N. Derr, A. R. Hickman and W. M. Freeman.

The Farmers' Bank of Leslie, Ark., capital \$10,000, has filed articles of incorporation. The officers are B. F. Henley, president; F. P. Greenshaw, vice-president; C. V. Smith, treasurer and secretary.

The Citizens' National Bank of Albany, Ga., capital \$50,000, has been authorized to begin business with the following officers: John K. Pray, president; A. P. Vason, vice-president; Edwin Sterne, cashier.

The Farmers' National Bank of Stewartsville, Mo., capital \$25,000, has been approved. The organizers are L. F. Henry, Stewartsville; L. E. Saunders, W. D. Snow, T. L. King, A. S. Lewis and I. McCord.

The Columbia Trust Co. of Roanoke, Va., has been granted a charter; capital \$50,000. The incorporators are L. H. Vaughan, president; Jas. D. Johnston, vice-president; B. Spencer, secretary and treasurer.

The Virginia Charter Co. of Norfolk, Va., has been incorporated with \$10,000 capital. The officers are: T. F. Tilghman, president; R. Randolph Hicks, vice-president; T. S. Lawrence, secretary and treasurer.

The Home Fire Insurance Corporation of Virginia has been chartered at Hampton, Va. The officers are: President, Mr. John M. Willis; vice-president, Mr. Nelson S. Groome; secretary, Mr. H. W. Saunders.

The First National Bank of Talihina, I. T., capital \$25,000, has elected the following officers: John T. Bailey, president; A. G. Gladney, vice-president; Arthur Bailey, cashier. This succeeds the Bank of Talihina.

The Southern Securities Co. of Fort Smith, Ark., will begin business July 5 with \$500,000 capital and the following officers: C. C. Waller, president, and F. H. Porter, C. M. Steele and Otis McGafey, vice-presidents.

The I. O. O. F. and K. of P. Building Association of Okeene, O. T., capital \$7000, has been incorporated by John Rucker, O. L. Mercer, Harry Slemmer, E. R. Black, Henry Grossman, M. C. Harper and Ed. P. Barnes.

The First National Bank of Midlothian, Texas, capital \$50,000, which succeeds the Citizens' Bank of Midlothian, has elected the following officers: J. P. Anderson, president; M. W. Hawkins, vice-president; G. W. Newton, cashier.

The First National Bank of Chipley, Fla., which succeeds the private firm of Dekle & Co., capital \$50,000, has organized with the following officers: E. N. Dekle, president; S. A. Alford, vice-president; W. O. Butler, Jr., cashier.

The Carolina Investment Co. has been incorporated at Columbia, S. C., with \$3000 capital, by William H. Lyles, J. Pope Matthews of Columbia, J. A. Fant, B. F. Arthur and Allan Nicholson of Union, and Leroy Springs of Lancaster.

Application for a charter has been filed for the Cohutta Banking Co., which is to establish a bank at Spring Place, Ga., with \$25,000 capital. The incorporators are M. C. Horton of Atlanta, G. H. Arrowood and M. W. Shields of Spring Place.

Messrs. Bailey & Stainton and R. F. Ormond are reported to have formed a partnership and will conduct an insurance business under the name of Bailey, Stainton & Ormond. The offices of the company will be in the Brookshire Building.

The Bank of Poquoson, Va., with \$25,000 capital. B. L. Traynham is president, Jeffs; J. F. Amory, vice-president, Amory; J. E. T. Hunter, second vice-president, Newport News; L. M. Hogge, cashier, Poquoson.

The National Bank of Mena, Ark., to succeed the Bank of Mena, has been approved; capital \$50,000. The organizers are R. M. Quigley, president the Bank of Mena, Ark.; F. N. Hancock, M. A. Stratton, James D. Shaver and N. M. Roach.

The Thomas National Bank of Thomas, O. T., which succeeds the Thomas State Bank, has been authorized to begin business with \$25,000 capital. The officers are G. J. E. Moser, president; F. A. Moser, vice-president; A. L. Moser, cashier.

The Bank of Taylorsville at Taylorsville, Ga., capital \$25,000, has been granted a charter. The incorporators are W. D. Trippe, J. M. Dorsey, W. E. Puckett, J. W. Kennedy, N. B. Anderson, W. M. Trippe and W. M. Dorsey, all of Taylorsville.

A new bank has been organized at Greenville, Fla., with \$16,000 capital by local business men and farmers of the surrounding country. The following officers were elected: E. J. Hays, president; J. W. Bishop, vice-president, and W. A. McDowell, cashier.

The First National Bank of Lamont, I. T., which succeeds the Bank of Lamont, capital \$25,000, has organized with the following officers: A. C. Thompson, president; W. C. Muegge, vice-president; L. H. Thompson, cashier; W. J. Robinson, assistant cashier.

The Guthrie State Bank of Guthrie, O. T., capital \$50,000, has elected the following officers: I. B. Levy, Guthrie, president; S. L. Moore, Boone, Iowa, vice-president; G. I. Gilbert, Des Moines, Iowa, cashier; Felix Adler, W. H. Gray, S. L. Spurrier, Charles Seeley of Guthrie, directors.

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It is reported that W. E. Hodges, cashier of the First National Bank of Stillwater, with C. R. Brooks of the Guthrie Savings Bank and other bankers of Oklahoma Territory, will organize a surety, trust and bonding company with \$200,000 capital. It is also reported that Cincinnati capitalists are interested.

The Bank of Antoine will soon begin business at Antoine, Ark., with \$25,000 capital. The officers are J. P. Dunn, president; O. O. Meeks, vice-president; E. E. Grooms, secretary; M. A. Hardin, treasurer; directors, C. E. Andrews, Byron S. Butler, R. C. Gentry, George W. Hardin and Roxie A. Barton.

[For Additional Financial News, See Pages 36 and 37.]

